PROJECT SIGN

R. D. B.

CONFIDENTIAL

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 1

1. Date 5 July 1947
2. Time 0930
3. Location Muroc Air Field, Muroc, Calif
4. Name of observer 1st Lt Joseph C. McHenry
5. Occupation of observer Billeting Officer in Charge, Muroc AAFld.
6. Address of observer Muroc, AAFld
7. Place of observation ground - Muroc, AAFld
8. Number of objects 2 at first - 1 sometime later
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude Approx 8000 ft
12. Speed 300 MPH
13. Direction of flight 320° due north heading
14. Tactics Performed a tight circle
15. Sound N/S
16. Size N/S
17. Color Silver
18. Shape disc-like or spherical
19. Odor detected N/S
20. Apparent construction N/S - Apparently metallic
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance in distance
26. Remarks: At approximately 09:30 Lt McHenry left Post Headquarters

(over)

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enroute to his office and before entering heard one of the local aircraft in the traffic pattern. Looking up he observed the aircraft and slightly to the left he saw 2 silver objects of either spherical or disc-like shape moving about 300 MPH at approximately 8000 ft heading about 320° due north. He immediately called S/Sgt Gerald E. Kauman, T/Sgt Joseph Buvolo and Miss Jannette Marie Scotte. Witnesses all verified the sighting and the direction of the objects - all three stated that the objects were moving toward Mojave, Calif.

Witness was sure it was not an optical illusion or that the objects were not weather balloons since they traveled against prevailing wind and since the speed at which they traveled and the horizontal direction taken indicated that they were not weather balloons. Furthermore they could not remain at the same altitude so consistently if they were weather balloons. Witness then attempted to get personnel (medical officers) to further verify the sighting but by the time the additional personnel had arrived at the same the original objects had disappeared due to the speed at which they were traveling. However, two of them sighted a third object of a silver spherical or disc-like nature at approximately 8000 ft traveling in circles over the north end of the airfield. Five out of the seven personnel saw this object All looked away from the object several times to make sure there was no eye strain. He stated that this object performed too tight a circle to be any type of known aircraft.

Evaluation: Confirmed by other sources.

Witnesses: S/Sgt Gerald E. Kauman
T/Sgt Joseph Buvolo
Miss Jannette Marie Scotte

CONFIDENTIAL

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 5 July 47 Incident # 1c
2. Time 0945
3. Location Muroc ArFld, Muroc, Calif 34° 54' N 117° 53' W
4. Name of observer S/Sgt Joseph Buvolo
5. Occupation of observer NCO Charge Billeting Office
6. Address of observer Muroc Air Fld., Muroc, Calif
7. Place of observation Ground - Muroc
8. Number of objects 2
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude - Between 7500 or 8000 ft
12. Speed 350 - 400 MPH
13. Direction of flight Northwestern
14. Tactics N/S
15. Sound None
16. Size N/S
17. Color Silver
18. Shape Saucer or Disc shaped
19. Odor detected N/S
20. Apparent construction N/S - Apparently metallic
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: Witness, NCO in charge of Billeting Office, Muroc AF Base.

(over)

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INC FILE

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About 0945 Lt McHenry, Billeting Officer in Charge, upon returning from the Post Exchange contacted the witness, Sgt Duval and asked him to look up in the sky. Witness observed two (2) flying objects which appeared like two flying discs or saucer-shaped silver-colored objects flying in a northwestern direction at approximately 350 to 400 MPH at an altitude of about 7500 or 8000 ft. He could hear no motor roar and was positive that it was not a balloon.

He states: "I am of good health and sound mind and this was no hallucination"

Evaluation: Confirmed by other sources.

CONFIDENTIAL

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 16

1. Date 8 July 47
2. Time 1000
3. Location Muroc Air Fld., Muroc, Calif.
4. Name of observer S/Sgt Gerald E. Newman
5. Occupation of observer N/S
6. Address of observer Muroc Army Air Fld., Muroc, Calif.
7. Place of observation ground - Muroc Army Air Fld., Muroc
8. Number of objects 3 objects - 2 at first, 1 later
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude 7,000 to 8,000 ft
12. Speed 300 to 400 MPH
13. Direction of flight Northwest direction
14. Tactics Performed tight circle - the third object - other two kept horizontal course
15. Sound N/S
16. Size N/S
17. Color N/S - gave off a definite reflection from sun
18. Shape disc
19. Odor detected N/S
20. Apparent construction N/S - apparently metallic since they reflected light
21. Exhaust trails N/S
22. Weather conditions Sunlight
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S - Apparently in distance
26. Remarks: On 8 July 47 at 10:00 in the morning witness observed

(over)

RESTRICTED

flying discs traveling in a northwest direction at an estimated altitude of 7,000 or 8,000 ft at about 300 to 400 MPH.

Witness states he was in the Billeting Office when 1st Lt McHenry called him and 2 other witnesses outside. He was then asked what he saw. Sgt Taumen states he saw 2 objects and that he was positive that they could not have been aircraft, weather balloons or birds. Due to the altitude at which they flew they gave off a definite reflection from the rays of the sun. A few minutes later after the original two discs had disappeared he saw another object at the same altitude doing certain maneuvers such as flying in a tight circle. Its very tight maneuver precluded its being any known type of aircraft.

Witness states: "I have 20-20 vision"... "I have been flying in and have been around all types of aircraft since 1943 and never in my life have I seen anything such as this."

Evaluation: Confirmed by other sources

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CONFIDENTIAL

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 8 July 47 Incident # 1a

2. Time 10:00

3. Location Muroc Army Air Field, Muroc, Calif

4. Name of observer Jeanette Marie Scott

5. Occupation of observer Secretary to 1st Lt J. C. McHenry, Billeting Officer

6. Address of observer Muroc AAFld, Muroc, Calif.

7. Place of observation Ground - Muroc

8. Number of objects 3 - two the first time - 1 later

9. Distance of object from observer N/S

10. Time in sight N/S

11. Altitude Approx 6,000 ft

12. Speed 300 to 400 MPH

13. Direction of flight Northwest - toward Mojave, Calif.

14. Tactics First 2 maintained straight horizontal course; the last performed a tight circle

15. Sound none - Witness heard no drone such as would come from any aircraft

16. Size N/S

17. Color Silver

18. Shape Disc

19. Odor detected N/S

20. Apparent construction N/S Apparently metallic

21. Exhaust trails N/S

22. Weather conditions Sunlight

23. Effect on clouds N/S

24. Sketches or photographs None

25. Manner of disappearance N/S - apparently in the distance

26. Remarks: Witness was called by Lt McHenry together with T/Sgt

(over)

CONFIDENTIAL

Joseph Turvolo and S/Sgt. Gerald E. Hannon to the front of the H.O.Q. "A" Bldg. Pointing up in a direction directly above the group he asked them to explain what they saw. Witness states that she saw 2 silver-colored disc-like objects flying toward Mojave, Calif, one directly back of the other, at a speed of about 700 to 800 MPH at an altitude of approximately 8,000 ft. She listened carefully for a few minutes but could hear no drone such as occasioned by any aircraft. Casting her eyes for a moment in another direction and then looking back to the same spot she was able to distinguish the same objects again. Aware that it was not eye-strain, she was convinced the objects were not weather balloons due to the horizontal position in which they traveled. Nor could they have been birds since they reflected the sun's rays.

Some three or four minutes after the objects had nearly disappeared she saw another flying object similar to the above-mentioned objects. It was silver colored and disc-like in shape. Unlike the first two, it flew in a tight circle, neither losing nor gaining altitude, at approximately 8,000 ft. She thought it performed too tight a circle to have been any type aircraft with which she was familiar.

Evaluation: Confirmed by other sources

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COPY

A F F I D A V I T

STATE OF CALIFORNIA)

COUNTY OF KERN)

The following is a statement given by 1st Lt. Joseph C. Mahoney, Billeting Officer, Muroc Army Air Field, Muroc, California, statement given on 11 July 1947, to Mr. Thomas A. McMillan, CIC S/A, this Station.

The following statement concerning the actual observance of what has been termed as a "flying disc" or a "flying saucer" is true and correct and it will be noted that the above mentioned observance was made by me personally while enjoying complete health in mind and body.

On Tuesday 8 July 1947, at approximately nine-thirty A.M. (09:30) I was in conversation with personnel in the Post Exchange Office. My part of this conversation was as follows:

"Someone will have to show me one of these disc before I will believe it."

Upon leaving the Post Exchange, I went directly to my Office and before entering heard one of our local aircraft in the traffic pattern. Looking up, as I always do I observed the aircraft, and looked slightly to the left, whereupon I observed two (2) silver objects of either a spherical or disc-like shape, moving about three hundred (300) miles an hour, or perhaps less, at approximately eight thousand (8000) feet, heading at about three hundred twenty degrees (320°) due north.

When I first observed these objects I called S/Sgt Gerald E. Newman, T/Sgt Joseph Ravelo and Miss Jeanette Marie Scotto who immediately came to where I was standing. I pointed in the direction of the objects and asked them the question "Tell me what you see up there." Whereupon, all the three (3) with sundry comments stated, "They are flying Disc". To further verify my observance I asked them to tell me in what direction the objects were traveling, without indicating their direction myself, and again, all three (3) in a consistent nature stated that the objects were moving toward Mojave, California.

I had time to look away several times and renew my vision of the objects to make sure that there were not any results of eye strain, or in any nature an optical illusion. The objects in question were not repeat, were not aircraft, the objects could not have been weather balloons released from this station, since they were traveling against the prevailing wind, and since the speed at which they were traveling and the horizontal direction in which they were traveling, disqualified the fact that they were weather balloons.

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COPY

After the observance of these phenomena and hoping that I might have time to enlist further witnesses, I immediately ran into the dispensary to get personnel who are Medical Officers to verify, for my own curiosity, the actual observance of these objects, but by the time I reached the bank porch of the dispensary, Mrs. A. C. Baum, who is a registered nurse, and about seven (7) other personnel were with me, the objects, had by that time, disappeared, due to the speed with which they were traveling. Upon further investigation, two (2) of us at the same time sighted another object of a silver spherical or disc-like nature at approximately eight thousand (8000) feet, traveling in circles over the North-end. I called the objects to the attention of Mrs. Baum and pointed it out to the other personnel standing near by. All of us saw the object, with the exception of two (2) out of seven (7) personnel. All of us looked away from the object several times to make sure there was no eye strain or from permitting the object to become an optical illusion.

From my actual observance the object circled in too tight a circle and too severe a plane to be any aircraft that I know of. It could not have been any type of bird because of the reflection that was created when the object reached certain altitudes. The object could not have been a local weather balloon for it is very impossible that a weather balloon would stay at the same altitude as long and circle in such a consistent nature as did the above mentioned object.

I am familiar with the results of too constant vision of the sun or any bright object and am aware that optical illusions are possible and probable. I wish to make this statement that the above mentioned observance was that of actual subject matter.

This statement has been given freely and voluntarily without any threats or promises under duress. This statement consists of two (2) pages, and is the truth to the best of my knowledge and belief. I have initialed all corrections deemed necessary.

s/s joseph c. mc henry
1ST LT JOSEPH C. MC HENRY AC

WITNESS:

s/s thomas a. mc millan
THOMAS A. MC MILLAN

INC FILE

CONFIDENTIAL

CONFIDENTIAL

CO

AFFIDAVIT

STATE OF CALIFORNIA)

COUNTY OF KERN)

The following is a statement given by T/Sgt. Joseph Ruvolo, 4144th. AAFBU, Muroc Army Air Field, Muroc, California, statement given on 14 July 1947, to 1st Lt J. C. McHenry, Billeting Officer.

This is my own written statement of what I saw on July 8, 1947.

I am NCO in charge of the Billeting Office, this Field, and First Lieutenant Joseph C. McHenry, is Billeting Officer in Charge.

About 09:45 he was returning from the Post Exchange when he called to me to come outside and asked me to look up to where he was pointing and to my surprise I saw two (2) flying objects which appeared to me like two (2) flying disc or saucer shaped silver colored objects, flying in a northwestern direction at speed approximately 350 or 400 miles per hour and at an altitude of about 7500 or 8000 feet. I could not hear a motor roar like one of our planes and it could not have been a balloon.

I am of good health and sound mind and this was no hallucination.

This statement has been given freely and voluntarily without any threats or promises under duress. This statement consists of one (1) page, and is the truth to the best of my knowledge and belief. I have initialed all corrections deemed necessary.

s/s joseph ruvolo
T/SGT JOSEPH RUVOLO

WITNESS:

s/s thomas a. mc millan
THOMAS A. MC MILLAN

CONFIDENTIAL

CONFIDENTIAL

COPY

A F F I D A V I T

STATE OF CALIFORNIA)

COUNTY OF KERN)

The following is a statement given by S/Sgt Gerald E. Beeman, 4144th AAFBU, Muroc Army Air Field, Muroc, California, statement given on 14 July 1947, to 1st Lt. J. C. Mahaney, Billeting Officer.

On the eight of July 1947 at ten o'clock (10:00) in the morning I observed personally two (2) flying disc, flying in a north west direction at an estimated altitude of seven or eight thousand feet, traveling at approximately three or four hundred miles per hour.

Just a few minutes before this I was in the Billeting Office and First Lieutenant Joseph C. Mahaney, called me and two (2) others outside. He then asked us what we saw. I saw two (2) objects with my own eyes, and I am now and was then in perfect physical condition. I have 20-20 vision and I am positive these two (2) objects could not have been Aircraft, weather balloons or birds. Due to the altitude in which they were flying, they gave off a definite reflection from the rays of the sun.

In addition to these two (2) disc I saw another object a few minutes later at the same altitude doing certain maneuvers such as flying in a tight circle. The two disc had already disappeared. This object to my knowledge of aircraft could not have been an airplane because of the very tight maneuver it was undergoing. I have been flying in and have been around all types of aircraft since 1943 and never in my life have I seen anything such as this. If necessary I can and will swear to this statement.

This statement has been given freely and voluntarily without any threats or promises under duress. This statement consists of one (1) page, and is the truth to the best of my knowledge and belief. I have initialed all corrections deemed necessary.

s/s t. c. robinson
PFC T. C. ROBINSON

WITNESS:

s/s thomas a. mc millan
THOMAS A. MC MILLAN

CONFIDENTIAL

CONFIDENTIAL

COPY

AFFIDAVIT

STATE OF CALIFORNIA)

COUNTY OF KERN)

The following is a statement given on 14 July 1947, by Jeanette Marie Scott, Secretary to 1st Lt J. C. Maloney, Billeting Officer, Moroe Army Air Field, Moroe, California.

I am fully aware of my Civil and Constitutional Rights, and understand prior to making this statement.

On Tuesday morning 8 July 1947, at approximately 10:00, while typing some cards, and taking care of my routine work, Lieutenant Maloney called me, along with T/Sgt. Joseph Arvole and S/Sgt. Gerald A. Bauman, to the front of S.O.Q. "A" Bldg. Pointing up in a direction directly above me he asked us to explain what we saw. There were two, silver colored disc like objects flying toward Rojoes, California, one directly back of the other, at a speed of about 300 to 400 miles per hour, having an altitude of approximately 9000 feet. I listened carefully for a few minutes, and heard no drone, such as should be heard from any aircraft. I also moved my eyes to another direction and looking back to the same spot, I was able to distinguish the same objects again. Having assured myself that there was no eye-strain, I was convinced these objects were not weather balloons due to the horizontal position in which they were flying. Nor could they have been birds of any nature, due to the definite reflection from the sun rays.

I have been at this base, considering an absence of six months, approximately eighteen months, and am familiar with all type aircraft.

About three or four minutes, after these flying objects had nearly disappeared, I glanced around and sighted another flying object, similar to the above mentioned objects. This flying object was silver colored and was in the shape of a disc. Unlike the first two this object was flying in a tight circle, neither losing nor gaining altitude, at approximately eight thousand feet, therefore I was convinced it could not have been a weather balloon, and because of the tight circle it could not have been any type aircraft.

This statement was given freely and voluntarily without threats or promises under duress. This statement consists of one (1) page, and is the truth to the best of my knowledge and belief. I have initialed all corrections deemed necessary.

I am of sound mind and body, and swear that this statement is true and correct.

s/s Jeanette Marie Scott
JEANETTE MARIE SCOTT

WITNESSES:

s/s Thomas A. McMillan
THOMAS A. McMILLAN

CONFIDENTIAL

Incident # 2

CONFIDENTIAL

A F F I D A V I T

STATE OF CALIFORNIA)

COUNTY OF KERN)

The following is a statement given by Major Richard R. Shoop, Office of Chief of Tech. Engineering Division, Muroc Army Air Field, Muroc, California, statement given on 11 July 1947.

At approximately noon on 8 July 1947, my attention was called to an object in the air by Colonel Gilkey. I observed between five (5) and eight (8) miles to the North what appeared to be a thin metallic object. It appeared to be metallic because the method in which it was flying caused the sun to reflect like an apparently aluminum colored surface. The object moved from an intermediate altitude in an oscillating fashion, almost to the surface of the ground and then started climbing again. It climbed to a fairly high altitude and moved off slowly into the distance. The object appeared to be the size of a pursuit airplane but did not have the shape of a conventional plane. The time that the object was in view was approximately eight (8) minutes. This same object was seen by my wife at the same time.

This statement has been given freely and voluntarily without any threats or promises under duress. This statement consists of one (1) page, and is the truth to the best of my knowledge and belief. I have initialed all corrections deemed necessary.

s/s richard r. shoop
MAJOR, RICHARD R. SHOOP, AC

WITNESS:

s/s thomas a. mc millan
[redacted]

1 INC FILE 2

CONFIDENTIAL

CONFIDENTIAL

COPY

AFFIDAVIT

STATE OF CALIFORNIA)

COUNTY OF KERN)

The following is a statement given orally by Colonel Gilkey, Commanding Officer, Muroc Army Air Field, Muroc, California, given to Captain Harry D. Black, Intelligence Officer, on 11 August 1947.

Colonel Gilkey, stated that the object he saw, he believed at the time to be paper and of no significance or the objects not important enough to be reported. There was nothing clearly enough seen by the Colonel to make any further reports justifiable.

This oral statement was given freely and voluntarily without any threats or promises under duress. This statement consists of one (1) page, and is the truth to the best of my knowledge and belief.

s/s harry d. black
CAPT. HARRY D. BLACK, MAC

1 INC FILE 2

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[redacted]

[redacted]

Office of the Assistant Chief of Staff, [redacted]
Intelligence
Bolling Field, California

Title: Investigation of Flying Discs.

File No. 1208-2

Date: 18 August 1947

Investigation made at [redacted]

Controlling office: Air Defense Command, Mitchel Field.
Period covered: 8 July 1947
Case classification: Incident
Status of case: Pending

REASON FOR INVESTIGATION: Investigation initiated at request of Air Defense Command reference 1st Ind AMC, dtd 7 Jul 47, file 1208-5 IG, subj: Investigation of Flying Discs.

SYNOPSIS:

On 8 July 1947, approximately 1000 hours, two incidents occurred in the vicinity of Muroc Flight Test Base.

No further investigation of these incidents is being considered by this headquarters.

Distribution	Copies	Remarks
[redacted]	[redacted]	
[redacted]	[redacted]	
[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	
[redacted]	[redacted]	

[redacted]

[redacted] FILE-2

CONFIDENTIAL

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 8 July 1947 Incident # 2.

2. Time Approximately noon

3. Location Muroc Army Air Field, Muroc, California.

4. Name of observer Major Richard R. Shoop

5. Occupation of observer Employed in Office of Chief of Tech. Engineering Div Major -

6. Address of observer Muroc Army Air Field, Muroc, California.

7. Place of observation Ground

8. Number of objects One (1)

9. Distance of object from observer Five (5) to eight (8) miles.

10. Time in sight Eight (8) minutes

11. Altitude Fairly high altitude

12. Speed slowly

13. Direction of flight North

14. Tactics The object moved from an intermediate altitude in an oscillating fashion, almost to the surface of the ground and then started climbing again.

15. Sound not stated

16. Size pursuit airplane

17. Color aluminum colored surface

18. Shape unconventional shape

19. Odor detected not stated

20. Apparent construction apparently metallic

21. Exhaust trails not stated

22. Weather conditions not stated

23. Effect on clouds not stated

24. Sketches or photographs none

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25. Manner of disappearance moved off slowly in the distance

26. Remarks: At approximately noon on 8 Jul 1947, Major Shoop, at the attention of Col. Gilmy observed five (5) to eight (8) miles to the north what appeared to be a thin metallic object. It appeared to be metallic because the method in which it was flying the sun was reflected from an apparently aluminum colored surface.

INC FLT 1

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # [redacted]

1. Date [redacted] July 1947
2. Time Approximately noon
3. Location Muroc Army Air Field, Muroc, California.
4. Name of observer Col Gilkey to Capt Black
5. Occupation of observer Commanding Officer, Muroc Army air Field, Calif.
6. Address of observer Muroc AAF, Muroc, California.
7. Place of observation Ground
8. Number of objects one (1)
9. Distance of object from observer not stated
10. Time in sight not stated
11. Altitude not stated
12. Speed not stated
13. Direction of flight not stated
14. Tactics The object Col Gilkey saw he stated he believed at the time to be paper and of no significance or the object not important enough to be reported.
15. SOUND [redacted]
16. Size not stated
17. Color not stated
18. Shape not stated
19. Odor detected not stated
20. Apparent construction
21. Exhaust trails not stated
22. Weather conditions not stated
23. Effect on clouds not stated
24. Sketches or photographs none
25. Manner of disappearance not stated
26. Remarks: The following is a statement given orally by Colonel Gilkey, to Captain Henry B. Black, Intelligence officer on 21 August 1947. Colonel Gilkey, stated that the object he saw, he believed at the time to be paper and of no significance or the object not important enough to be reported. Have the matter checked more [redacted]

Incident # 2

Incident # 3

CONFIDENTIAL

COPY

A F F I D A V I T

STATE OF CALIFORNIA)

COUNTY OF KERN)

The following is a statement given by Major J. C. Wise, Test Pilot, Muroc Army Air Field, Muroc, California, statement given to Mr. Thomas A. McMillan, CIC Agent, this station, on 13 August 1947.

On 7 July 1947, at approximately 10:10, while running up the XP-[illegible] on the ground I noticed everyone was looking up into the air. [illegible] to the north about 10,000 to 12,000 feet altitude, was an object that I assumed at first to be a weather balloon, but after looking at it for a while I noticed that it was oscillating in a forward whirling movement without losing altitude. It was traveling about 200 to 225 MPH, and heading from west to east.

The object was yellowish white in color and I would estimate that it was a sphere about 5 to 10 feet in diameter.

I did not have time to chase it in a P-80.

This statement was given freely and voluntarily without any threats or promises under duress. This statement consists of one (1) page, and is the truth to the best of my knowledge and belief.

s/s J. C. Wise
MAJOR J. C. WISE, USAC

WITNESS:

s/s thomas a. mc millan
THOMAS A. MC MILLAN

INC FILE 3

CONFIDENTIAL

3

COPY

CONFIDENTIAL

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 7 July 1947 Incident # 3.
2. Time 1040
3. Location Muroc Army air Field, Muroc, California.
4. Name of observer Major J. C. Kiso,
5. Occupation of observer Test Pilot
6. Address of observer Muroc AAF, Muroc, California.
7. Place of observation Ground - Muroc AAF, Muroc, California
8. Number of objects One (1)
9. Distance of object from observer Off to the north about 10,000 to 12,000 feet altitude.
10. Time in sight not stated
11. Altitude 10,000 to 12,000 feet
12. Speed 300 to 325 MPH
13. Direction of flight heading from west to east
14. Tactics Oscillating in a forward whirling movement without losing altitude.
15. Sound not stated
16. Size Five (5) to (10) feet in diameter
17. Color yellowish white
18. Shape sphere
19. Odor detected not stated
20. Apparent construction appeared at first to be a weather balloon
21. Exhaust trails Not stated
22. Weather conditions not stated
23. Effect on clouds Not stated
24. Sketches or photographs None
25. Manner of disappearance not stated
26. Remarks

INC FILE 3

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REMARKS:

Statement given by Major A. G. Ware, Test Pilot, Moore Army Air Field, Mercer, California.

On 7 July 1947, at approximately 1040, while running up the P-63 on the ground I noticed everyone was looking up into the air. Off to the north about 10,000 to 12,000 feet altitude, was an object that I assumed at first to be a weather balloon, but after looking at it for a while I noticed that it was oscillating in a forward whirling movement without losing altitude. It was traveling about 600 to 625 MPH, and heading from west to east.

The object was yellowish white in color and I would --time to that it was a sphere about 5 to 20 feet in diameter.

KINC FILE 3 CONFIDENTIAL

Document # 3

Incident # 3

Incident # 4

CONFIDENTIAL

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date [illegible] July 1947 — Incident # 4.
2. Time 1150
3. Location Area # 3, Edwards Dry Lake, California.
4. Name of observer Captain John Paul Stapp
5. Occupation of observer Flight Test
6. Address of observer Muroc Army Air Field, Muroc, California.
7. Place of observation Observation Truck, Area #3, Edwards Dry Lake, Calif.
8. Number of objects One (1)
9. Distance of object from observer 30,000 feet
10. Time in sight 30 seconds
11. Altitude lower than 30,000
12. Speed slower than the maximum velocity [illegible] aircraft
13. Direction of flight Slightly north of due east against prevailing wind
14. Tactics rotation or oscillation of disc type (supported by 2 fins or [illegible] on the upper surface which crossed each other at intervals
15. Sound not stated
16. Size [illegible]
17. Color silvery
18. Shape resembled a parachute canopy at first then assumed circular shape
19. Odor detected not stated
20. Apparent construction It appeared a flattened circular outline with two (2) projections on the upper surface which appeared like thin fins or ribs. These crossed each other at intervals, suggesting either rotation or oscillation
21. Exhaust trail [illegible] of this type
22. Weather conditions not stated
23. Effect on clouds not stated
24. Sketches or photographs none
25. Manner of disappearance [illegible] and line of [illegible]
26. Remarks: [illegible]

INC FILE 4

CONFIDENTIAL

CONFIDENTIAL

On the 8 July 1947 at 11:00 the undersigned was sitting in an observation truck located in Area 51, Nevada Test Site, the photo upward toward a formation of two (2) P-47's and an A-26 circuit flying at 14,000 feet, proceeding the area out of a test operation experiment, when I observed a rounded object, white aluminum in color, which at first resembled a parachute orange. The first impression was that a premature ejection of the seat and dummy had occurred. This body was spotted at a determined height lower than 14,000 feet, and was falling at three (3) times the rate observed for the parachute which ejected thirty minutes later. As it fell it drifted slightly north of the test against the prevailing wind, toward Mount Wilson. The speed, horizontal motion could not be determined, but appeared slower than the maximum velocity P-47 aircraft.

As this object descended through a low enough level to permit observation of its lateral oscillation, it presented a distinct ovular outline, with two (2) projections on the upper surface which might have been thick fins or ribs. These crossed each other at intervals, suggesting either rotation or oscillation of the type.

No noise flames, propeller wake, engine noise, or other discernible or visible sign of propulsion were noted. The color was silvery, resembling aluminum painted fabric, and did not appear as dense as a parachute orange.

When the object dropped to a level such that cross into line of vision of the mountain tops, it was lost to the vision of the observer.

It is estimated that the object was in line of vision about 20 seconds. Of the five (5) people sitting in the observation truck, four (4) observed this object and made remarks about it. These people include:

Mr. Lem P. Gittins, Wright Field, Dayton, Ohio.
(Other names not given)

The following is my own personal opinion about this object:

1. I think it was a composite object, as evidenced distinctly by the outline and [illegible] appearance.

2. It's size was not far from 20 feet with a parachute orange.

3. The path followed by this object appeared as though it might have been dropped from a great height.

Seeing this was not a hallucination or other fantasy of a crazy.

CONFIDENTIAL

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CONFIDENTIAL

COPY

A F F I D A V I T

STATE OF CALIFORNIA)

COUNTY OF KERN)

The following is a statement given by Captain John Paul Stapp, 711 st Test, Muroc Army Air Field, Muroc, California, statement given to Mr. Thomas A. McMillan, CIC Agent, this Station, on 12 August 1947.

At 11:50 hours, 8 July 1947, while the undersigned was sitting in an observation truck located in Area # 3, Rogers Dry Lake, for the purpose of observing a P-82 ejection seat experiment, the following unfamiliarity was observed.

The undersigned was gazing upward toward a formation of two (2) P-82's and an A-26 aircraft flying at 20,000 feet, preparing to carry out a seat ejection experiment, when I observed a rounded object, white aluminum in color, which at first resembled a parachute canopy. The first impression was that a premature ejection of the seat and dummy had occurred. This body was ejected at a determined height lower than 20,000 feet, and was falling at three (3) times the rate observed for the parachute which was ejected thirty minutes later. As it fell it drifted slightly north of due west against the prevailing wind, toward Mount Wilson. The speed, horizontal motion could not be determined, but appeared slower than the maximum velocity 50-60 aircraft.

As this object descended through a low enough level to permit observation of its lateral silhouette, it presented a distinct ovular outline, with two (2) projections on the upper surface which might have been thick fins or nobs. These crossed each other at intervals, suggesting either rotation or oscillation of slow type.

No smoke flames, propeller arks, engine noise, or other elements (?) or visible means of propulsion were noted. The color was silvery, resembling aluminum painted fabric, and did not appear as dense as a parachute canopy.

When the object dropped to a level such that comes into line of vision of the mountain tops, it was lost to the vision of the observer.

It is estimated that the object was in line of vision about 90 seconds. Of the five (5) people sitting in the observation truck, four (4) observed this object and made remarks about it. These people include:

Mr. Lanz - Civilian, Wright Field, Dayton, Ohio
(Other names not given)

The following is my own personal opinions about this object:

1. I think it was [redacted] object, as evidenced distinctly by the outline and functional appearance.

[redacted]NC FILE #

CONFIDENTIAL

COPY

2. It's size was not far from 25 feet with a parachute canopy.

3. The path followed by this object appeared as though it might have been dropped from a great height.

Seeing this was not a hallucination or other forms of a sense.

This statement was given freely and voluntarily without any threats or promises under duress. This statement consists of two (2) pages, and is the truth to the best of my knowledge and belief. I have initialed all corrections deemed necessary.

s/s John Paul Strapp
CAPTAIN JOHN PAUL STRAPP, AC

WITNESS:

s/s thomas a. mc millan
THOMAS A. MC MILLAN

INC FILE 4

4

Incident # 4

Instant # 5

CONFIDENTIAL

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 4 July 1947 Incident # 5
2. Time 1305
3. Location Portland, Oregon
4. Name of observer Kenneth A. Hallowell
5. Occupation of observer Patrolman, Portland City Police
6. Address of observer Portland City Police Dept., Portland, Oregon
7. [redacted] Parking lot back of police [redacted] 45° 10' [illegible] 122° 37' [illegible]
8. Number of objects 5
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude N/S
12. Speed Great speed
13. Direction of flight 2 disks flying south, 3. in easterly direction
14. Tactics Zigzag up and down in oscillating motion at great speed
15. Sound None
16. Size [redacted] Large
17. [redacted]
18. Shape Round - disk-shaped
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S - No visible trace of propulsion observed
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Number of disappearances Quickly - before any detailed observation could be made
26. Remarks:

INC FILE [illegible] CONFIDENTIAL

Officer McDowell stated that at approximately 1[illegible], 1 May 1[illegible] while he was on duty at Precinct [illegible] and facing the [illegible] he looked out of the station to noticed that the pigeons became [illegible] over something and fluttered in the air. Officer McDowell [illegible] around to see what had disturbed them saw 5 large discs in the sky [illegible] of Portland, two discs flying south and three flying in an easterly direction. He stated he could determine no color to the discs but noticed they were dipping in an up and down oscillating motion and were traveling at great speed. He was unable to give an estimate of the speed or altitude of the discs as they were out of sight before any detailed observation could be made. Officer McDowell advised that he notified the Police Radio who immediately broadcast an alert. He saw no indication of any maneuvering force nor heard any sound coming from the discs and could give no description other than round.

CONFIDENTIAL

HEADQUARTERS FOURTH AIR FORCE
OFFICE OF THE COMMANDING GENERAL
HAMILTON FIELD, CALIFORNIA

4AFDA
333.6/ID

5 AUG 1947

SUBJECT: Investigation of "Flying Discs"

TO: Commanding General, Army Air Forces, Washington 25, D. C.
ATTENTION: AC of AS-2

Attached MOIC and newspaper clipping forwarded your office in compliance with letter from Headquarters Air Defense Command, Mitchel Field, New York, subject as above, dated 7 July 47.

FOR THE COMMANDING GENERAL:

[illegible]
[illegible], U. S. Army,
Asst. Adjutant General.

2 Incls:
1. MOIC Sorensen 7 Jul 47.(dup)
2. Newspaper clipping dtd 5 Jul 47 (dup)

Info Cy to: Air Defense Command
Mitchel Field, N.Y.

FINC, FILE

CONFIDENTIAL

CONFIDENTIAL

[redacted]
7 July 1947

[redacted]

1. At 1205, 4 July 1947, a radio alert was issued via the Portland City Police Radio, advising all cars and listeners that some fast flying objects were in the air over Portland and vicinity. Upon contacting the radio dispatcher, this agent was advised that Kenneth A. McDowell, Patrolman, Portland City Police Department, residing at 816 S. E. Bush Street, Portland, Oregon, on duty at Precinct #1, Portland City Police, Southeast Morrison at 10th Avenue, had called in advising the dispatcher of the flying objects.

2. This agent interviewed Officer McDowell who stated at approximately 1205, 4 July 1947, he was on duty at Precinct #1, and was in the parking lot back of the Police Station, feeding the pigeons. At this time the pigeons became very excited over something and fluttered in the air all at once. Officer McDowell stated in looking around to see what had disturbed them, he saw five large discs in the air to the East of Portland two discs flying South and three flying in an Easterly direction. Officer McDowell stated he could determine no color to the discs, but advised they were dipping in an up and down oscillating motion and were traveling at a great speed. He was unable to give an estimate of the speed or altitude of these discs as they were out of sight before any detailed observation could be made. Officer McDowell advised he notified the Police Radio who immediately broadcast an alert. Officer McDowell advised he saw no indication of any motivating force or heard any sound coming from these discs and could give no description other than round.

3. This agent interviewed Sergeant Claude Cross, Oregon State Police Officer on duty at District Number 1 Station, Milwaukie, Oregon. Cross stated upon hearing the radio alert he went outside and upon looking in an Easterly direction he saw three discs following each other at an undetermined altitude and at a terrific speed, traveling in a Northwesterly direction. Cross advised he noticed a whitish brown glint to these objects as the sun reflected from them. Cross was unable to give any other description nor could he judge the objects speed or altitude. No sound was made by the objects.

4. This agent interviewed Earl E. Patterson, Patrolman, Portland City Police Department, and residing at 124 Southeast 12th Avenue, Portland, Oregon. Patterson advises he was a Foreign Air Corps pilot during the war. He stated that the time the radio alert sounded, he was at Southeast 52nd and Foster Road, Portland, and upon getting out of his car he saw one disc flying in a Southwesterly direction over Portland. Patterson advised this disc was aluminum in color, left no vapor trail or smoke trail and was traveling at a terrific speed, faster than he has ever seen any flying object before. Patterson further advised, although not knowing the exact size of the object it is difficult to determine the altitude, he estimates its altitude at 20,000 feet.

Patterson further advised the flying disc was definitely some type of aircraft but he could not give any further description as its speed made observation difficult. He heard no sound produced by the flying objects.

Keith A. Bertram, [redacted], Capt Inf

[redacted] FILE

CONFIDENTIAL

UNEXPLAINED FLYING DISCS
7 July 1947

5. This agent interviewed W. A. Lissy and D. V. Ellis, both Patrolmen, Portland City Police Department and both possess private pilots licenses. Both officers advised that upon hearing the radio alert, they saw three flat round discs, having a white color to them. These discs were, according to these officers, flying at a terrific speed in a Southerly direction away from Portland. They described them as flying in a straight line formation, the last disc fluttering very rapidly in a side way arc. They further advised the discs were equally spaced and kept in formation. Both officers estimated the discs altitude at 40,000 feet. They saw no evidence of any motivating powers and vapor trails or smoke trails. Both officers stated these discs were traveling so fast, they were out of sight before any detailed observation could be made, or any sound could be heard.

AGENT'S NOTE: All informants mentioned herein are known to this agent as very dependable and trustworthy officers, not being afflicted with hallucinations. The weather in the Portland area at this time was clear with little or no cloud formations being viewable from the ground. Ground temperature at this time was 82 degrees Fahrenheit.

Keith A. Sorensen, S/A CIC, Sixth Army

INC FILE 5

FROM THE OREGON JOURNAL - 6 July 1947, Portland, Ore.

"PROWL CARS SPOT DISKS IN SKY HERE"

Whatever they are, there are some disk-like objects flying around in the sky.

Or else eight Portland area policemen and deputy sheriffs who sighted the objects Friday, numerous private citizens, the crew of a United Air Lines plane over Boise, Idaho, and a coastguardsman who claims to have photographed one near Seattle, are all wrong.

In Portland the alert was sounded over police radio at 1:06 p.m. Friday, after the East Side station received a score of calls that the disks were overhead. Within seconds, two prowl cars reported spotting the mystery craft.

FLASHES SEEN, NOISE LACKING.

First to report in were Patrolmen Walter Lizzy and Robert Ellis in Car No. 82, who stopped near Oaks Park. Both World War II veterans and civilian pilots, they sighted three of the objects within 30 seconds traveling at great height and speed over the park. They reported they heard no engine noises but saw flashes. The objects seemed erratic and changed direction of flight. The patrolmen agreed that without knowledge of the size of the objects it would be impossible to judge their speed or altitude.

Patrolman Earl Patterson in car No. 13 stopped at SE 82d avenue and Foster road to look eastward from there the disks were reported. Telephone calls located them coming out of the sun. He saw nothing, but a few seconds later observed one coming out of the west and heading southwest. The craft seemed to be aluminum or eggshell white and didn't flash or reflect light, he said.

OBJECTS UNIDENTIFIED.

A former aircorps veteran, he said the object was unlike any plane he'd ever seen. He thought it appeared radio-controlled because the disk could change direction at a 90-degree angle without difficulty.

Members of the harbor patrol at the foot of NW Irving street stepped out when they heard the all-car alert. Capt. K. A. Prehn, Harbor Pilot, A. T. Austed and Patrolman K. C. Hoff all saw the objects and said they appeared to be going south high over the Globe mills at terrific speed. Capt. Prehn said the flashes kept them from ascertaining whether there were three or six.

"The disks would oscillate and sometimes we would see a full disk, then a half-moon shape, then nothing at all," he reported. The objects looked more like a shiny chromium hub cap off a car which wobbled, disappeared and reappeared."

There was a plane in the sky at the time, but all were emphatic that the disks were not planes.

30

INC. FILE

Incl #2

FROM THE OREGON JOURNAL - 6 July 1947, Portland, Ore.

AIRLINER CREW CONFIRMS REPORTS OF FLYING DISKS: FIVE SPOTTED.

Circumstantial reports of flying disks in the sky Friday came from the crew of a United Airlines plane over Boise, Idaho, and a coast guardsman near Seattle, as well as from Portland area police and citizens.

E. J. Smith, captain of the airliner, told United Press that he sighted five "somethings" which were "thin and smooth on the bottom and rough appearing on top." The objects appeared against the sunset shortly after the plane took off at 8:04 p.m., he said.

"We saw them clearly," he reported. "We followed them in a northwesterly direction for about 45 miles. Finally the objects disappeared. We were unable to tell whether they outsped us or disintegrated.

NOT AIRCRAFT.

"We can't say whether they were saucer-like, oval or anything else," the captain said, "but whatever they were, they were not another aircraft, nor were they smoke or clouds."

In Seattle, Coast Guardsman Frank Ryman, 27, reported to United Press that he snapped a picture from the front porch of his home which showed a "white saucer" flying over the north end of Lake Washington.

Acme News Pictures, New York City, said a 7x9 inch print of the photograph showed two tiny dots, one of which was a flaw in the print.

Don Wetzelfe, 19, Oaks Amusement park employe, reported that he saw several objects "like spinning disks" in the sky Friday. He said several picnickers, including a woman pilot noticed them.

In Vancouver, Wash., Sheriff's Deputies John Sullivan, Clarence McKay and Fred Krives heard the Portland police radio broadcast and ran out of the sheriff's office to look at the sky. Over Portland, three to five miles away, Sullivan said, they saw 20 to 30 objects "like a flight of geese." They heard a low humming sound.

OTHERS DOUBTFUL.

Col. G. R. Dodson, commander of the Oregon national guard, made an inspection of this area from the air after the disks were reported here. He said he saw nothing "suspicious."

Only known military airplanes in the air at the time of the reports were 23 B-29 bombers near Astoria.

Despite all the reports, at least two persons remained unconvinced of the existence of the disks. Al P. Sanford, Holgate acreage, gave his opinion that the objects were cottonwood blossoms.

Earl Kellech, 64, of 6604 N. Barrage avenue, telephoned the Journal to berate the newspapers for "perpetuating a hoax." He said he saw objects in the sky about a minute after an airplane passed over his house. To him the objects looked like bits of aluminum foil, perhaps cigarette wrappers.

From the Oregon Journal - continued.

MORE SEEN LATER.

Several late flights of objects over Portland were reported Friday afternoon. E. A. Evans, 3433 SW Macadam avenue, said he saw three fly east across the Willamette river near the Ross Island bridge about 2 p.m.

The objects did not appear high, he said, and were traveling so fast that, appearing in the west, they were out of sight in the east in two to four seconds. He said they resembled metallic disks glinting in the sunlight.

Later, he said, he and neighbors saw a single disk-like object flying north far away and very high.

At 4:30 p.m., Mrs. Lawrence J. Hayward, 6124 NE 21st Avenue, reported sighting a disk "like a new dime flipping around" in the air over the Sandy district. She said it seemed to be moving slowly.

[redacted]

Thomas W. Dwyer, 1232 NE 80th Avenue, said he sighted two white or silver objects flying southeast high over Portland a few minutes before 5 p.m. He reported another, headed northeast, over his home at 5:30 p.m.

C. J. Bagne, Tigard, reported that four disks flew past Mount Jefferson at about 11 a.m. while he was driving near Redmond.

Sherman Cook, 2000 NE 65th avenue, recovered from Ross City golf course a piece of paper he said had fallen from a great height in the sky. Time of its fall coincided with some of the reports of flying disks. The paper, of low quality, measured 23½ x 36 inches.

SILVERED DISKS, DROPPED BY PLANE.

EUGENE, July 5 -(AP)- A Eugene railroad cashier said Friday he saw silvered disks being dropped out of a light airplane flying over this city.

E. P. Smith, Rt 2, Eugene, an assistant cashier for the Southern Pacific Railroad, said he was driving on a Eugene street when --

FINC FILES

Incident # 5

Incident # 6

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 4 July 47 Incident # 6
2. Time 1305
3. Location Milwaukie, Oregon
4. Name of observer Sergeant Glenn Cross
5. Occupation of observer Oregon State Police Officer
6. Address of observer District #1, Milwaukie, Oregon
7. Place of observation Police station
8. Number of objects 3
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude Undetermined
12. Speed Terrific
13. Direction of flight Northwest
14. Tactics Three discs following each other at terrific speed
15. Sound None
16. Size N/S
17. Color Whitish brown glint as the sun was reflected from them
18. Shape Disc
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: (over)

RESTRICTED

Crew saw three discs following each other at an undetermined altitude at terrific speed, traveling in a Northwesterly direction. He noticed a whitish brown glint to them as the sun reflected from them. Could give no other description nor could he judge the speed or altitude. No sound was made by the objects.

CONFIDENTIAL

HEADQUARTERS FOURTH AIR FORCE
OFFICE OF THE COMMANDING GENERAL
HAMILTON FIELD, CALIFORNIA

4AFDA/[illegible]
333.5/10

15 [illegible] 1947

SUBJECT: Investigation of "Flying Discs"

TO: Commanding General, Army Air Forces, Washington 25, D. C.
ATTENTION: AC of AS-2

Attached NOIC and newspaper clipping forwarded your office in compliance with letter from Headquarters Air Defense Command, Mitchel Field, New York, subject as above, dated 7 July 47.

FOR THE COMMANDING GENERAL:

WILLIAM J. TUNNER,
Col., U. S. Army,
Asst. Adjutant General.

2 Incls:
1. NOIC Bulletin 7 Jul 47.(dup)
2. Newspaper clipping dtd 5 Jul 47 (dup)

Info Cy to: Air Defense Command
Mitchel Field, N.Y.

FINC FILE

CONFIDENTIAL

CONFIDENTIAL

[redacted]
7 July 1947

[redacted] FOR THE OFFICER IN CHARGE.

1. At 1900, 4 July 1947, a radio alert was issued via the Portland City Police Radio, advising all cars and listeners that some flat flying objects were in the air over Portland and vicinity. Upon contacting the radio dispatcher, this agent was advised that Kenneth A. McDowell, Patrolman, Portland City Police Department, residing at [redacted] S. E. Bush Street, Portland, Oregon, on duty at Precinct #1, Portland City Police, Southeast Harrison at 10th Avenue, had called in advising the dispatcher of the flying objects.

2. This agent interviewed Officer McDowell who stated at approximately 1900, 4 July 1947, he was on duty at Precinct #1, and was in the parking lot back of the Police Station, feeding the pigeons. At this time the pigeons became very excited over something and fluttered in the air all at once. Officer McDowell stated in looking around to see what had disturbed them, he saw five large discs in the air to the East of Portland two discs flying South and three flying in an Easterly direction. Officer McDowell stated he could determine no color to the discs, but advised they were dipping in an up and down oscillating motion and were traveling at a great speed. He was unable to give an estimate of the speed or altitude of these discs as they were out of sight before any detailed observation could be made. Officer McDowell advised he notified the Police Radio who immediately broadcast an alert. Officer McDowell advised he saw no indication of any motivating force or heard any sound coming from these discs and could give no description other than round.

3. This agent interviewed Sergeant Claude Gross, Oregon State Police Officer on duty at District Number 1 Station, Milwaukie, Oregon. Gross stated upon hearing the radio alert he went outside and upon looking in an Easterly direction he saw three discs following each other at an undetermined altitude and at a terrific speed, traveling in a Northwesterly direction. Gross advised he noticed a whitish green glint to these objects as the sun reflected from them. Gross was unable to give any other description nor could he judge the objects speed or altitude. He heard no noise made by the objects.

4. This agent interviewed Earl L. Patterson, Patrolman, Portland City Police Department, and residing at 126 Southeast 12th Avenue, Portland, Oregon. Patterson advises he was a former Air Corps pilot during the war. He stated that [redacted] time the radio alert sounded, he was at Precinct [redacted] and Foster Road, Portland, and upon getting out of his car he saw five disc flying in a Southwesterly direction over Portland. [redacted] advised this disc was circular in color, left no vapor trail or smoke trail and was travelling at a terrific speed, faster than he has ever seen any flying object before. Patterson further advised, although not [redacted] size of the object is difficult to determine the altitude, he estimates [redacted] feet.

Patterson further advised the flying [redacted] definitely were not aircraft but he could not give any further description as the speed made observation difficult. He heard no sound emitted by the flying objects.

[redacted], [redacted]

CONFIDENTIAL

UNEXPLAINED FLYING OBJECT
7 July 1947

5. This agent interviewed W. A. Lieny and D. W. Ellis, both Patrolmen, Portland City Police Department and both possess private pilots licenses. Both officers advised that upon hearing the radio alert, they saw three flat round discs, having a white color to them. These discs were, according to these officers, flying at a terrific speed in a Southerly direction away from Portland. They described them as flying in a straight line formation, the last disc fluttering very rapidly in a side way arc. They further advised the discs were equally spaced and kept in formation. Both officers estimated the discs altitude at 40,000 feet. They saw no evidence of any activating powers and vapor trails or smoke trails. Both officers stated these discs were traveling so fast, they were out of sight before any detailed observation could be made, or any sound could be heard.

AGENT'S NOTE: All informants mentioned herein are known to this agent as very dependable and trustworthy officers, not being afflicted with hallucinations. The weather in the Portland area at this time was clear with little or no cloud formations being visable from the ground. Ground temperature at this time was 52 degrees Fahrenheit.

Edith A. Sorensen, Spl Agt, Spokane Group

FROM THE OREGON JOURNAL - 6 July 1947, Portland, Ore.

"THOSE GUYS SPOT DISKS IN SKY TOO"

Whatever they are, there are some disk-like objects flying around in the sky.

So also sight Portland area policemen and deputy sheriffs who sighted the objects Friday, numerous private citizens, the crew of a United Air Lines plane over Twin, Idaho, and a constabulary who claim to have photographed one near Seattle, are all wrong.

In Portland the alert was sounded over police radio at 1:00 p.m. Friday, after the East Side station received a score of calls that the disks were overhead. Within seconds, two proof cars reported spotting the mystery craft.

FLATTED SIDE, TOSSE LACKING.

First to report in were Patrolmen Walter Lisay and Robert Ellis in Car No. 82, who stopped near Colm Park. Both World War II veterans and civilian pilots, they sighted three of the objects within 30 seconds traveling at great height and speed over the park. They reported they heard no engine noises but saw flashes. The objects seemed erratic and changed direction of flight. The patrolmen agreed that without knowledge of the size of the objects it would be impossible to judge their speed or altitude.

Patrolman Earl Patterson in car No. 18 stopped at SE 82d avenue and Foster road to look eastward from where the disks were reported. Telephone calls located them coming out of the sun. He saw nothing, but a few seconds later observed one coming out of the west and heading southwest. The craft seemed to be aluminum or eggshell white and didn't flash or reflect light, he said.

OBJECTS UNIDENTIFIED.

A former airscope veteran, he said the object was unlike any plane he'd ever seen. He thought it appeared radio-controlled because the disk could change direction at a 90-degree angle without difficulty.

Members of the harbor patrol at the foot of NW Irving street stepped out when they heard the alleyway alert. Sgt. E. A. Prehn, Harbor Pilot, A. T. Austad and Patrolman E. G. Huff all saw the objects and said they appeared to be going south high over the Skyline hills at terrific speed. Sgt. Prehn said the flashes kept them from ascertaining whether there were three or six.

"The disks would continue [illegible] we would see a full disk, then a half-moon shape, then nothing at all," he reported. The objects looked more like a shiny [illegible] than anything else, [illegible] and reappeared."

There was a phone in the [illegible] but all were emphatic that the disks were not planes.

1 of 2

FROM THE OREGON JOURNAL - 6 July 1947, Portland, Ore.

AIRLINER CREW CONFIRMS REPORTS OF FLYING DISKS; FIVE SPOTTED.

Circumstantial reports of flying disks in the sky Friday came from the crew of a United Airlines plane over Boise, Idaho, and a coast guardman near Seattle, as well as from Portland area police and citizens.

L. J. Smith, captain of the airliner, told United Press that he sighted five "somethings" which were "thin and smooth on the bottom and rough appearing on top." The objects appeared against the sunset shortly after the plane took off at 6:04 p.m., he said.

"We saw them clearly," he reported. "We followed them in a northwesterly direction for about 40 miles. Finally the objects disappeared. We were unable to tell whether they outsped us or disintegrated."

NOT AIRCRAFT.

"We can't say whether they were saucer-like, oval or anything else," the captain said, "but whatever they were, they were not another aircraft, nor were they smoke or clouds."

In Seattle, Coast Guardsman Frank Ryman, 27, reported to United Press that he snapped a picture from the front porch of his home which showed a "white saucer" flying over the north end of Lake Washington.

Acme News Pictures, New York City, said a 7x9 inch print of the photograph showed two tiny dots, one of which was a flaw in the print.

Don Metcalfe, 19, Oaks Amusement park employe, reported that he saw several objects "like spinning disks" in the sky Friday. He said several pleasure-seekers, including a woman pilot noticed them.

In Vancouver, Wash., Sheriff's Deputies John Sullivan, Clarence Kelley and Fred Krieve heard the Portland police radio broadcast and ran out of the sheriff's office to look at the sky. Over Portland, three to five miles away, Sullivan said, they saw 20 to 30 objects "like a flight of geese? They heard a low humming sound.

OTHERS DOUBTFUL.

Col. G. R. Dodson, commander of the Oregon national guard, made an inspection of this area from the air after the disks were reported here. He said he saw nothing "suspicious."

Only known military airplanes in the air at the time of the reports were 25 B-29 bombers near Astoria.

Despite all the reports, at least two persons remained unconvinced of the existence of the disks. Al P. Sanford, Salem weather, gave his opinion that the objects were antarctic blackbirds.

Earl Sullivan, 64, of 6204 N. Savage avenue, telephoned the Journal to berate the newspapers for "perpetrating a hoax." He said he saw objects in the sky about a minute after [illegible] passed over his house. To him the objects looked like bits of [illegible] foil, perhaps cigarette wrappers.

From the Oregon Journal - continued.

MORE SEEN LATER.

Several late flights of objects over Portland were reported Friday afternoon. E. A. Deane, 8438 SW Macadam avenue, said he saw three fly east across the Willamette river near the Ross Island bridge about 2 p.m.

The objects did not appear high, he said, and were traveling so fast that, appearing in the west, they were out of sight in the east in two to four seconds. He said they resembled metallic disks glinting in the sunlight.

Later, he said, he and neighbors saw a single disk-like object flying north far away and very high.

At 4:30 p.m., Mrs. Lawrence J. Hayward, 6124 NE 21st Avenue, reported sighting a disk "like a new dime flipping around" in the air over the Sandy district. She said it seemed to be moving slowly.

PAPER RECOVERED.

Thomas A. Dayer, 1232 N. 80th Avenue, said he sighted two white or silver objects flying southeast [illegible] over Portland a few minutes before 3 p.m. He reported another, headed northeast, over his home at 5:30 p.m.

E. J. Dagne, Tigard, reported that four disks flew past Mount Jefferson at about 11 a.m. while he was driving near Redmond.

Sherman Cook, 2000 NE 68th avenue, recovered from Rose City golf course a piece of paper he said had fallen from a great height in the sky. Time of its fall coincided with some of the reports of flying disks. The paper, of low quality, measured 22½ x 36 inches.

SILVERED DISKS, DROPPED BY PLANE.

EUGENE, July 2 -(AP)- A Eugene railroad cashier said Friday he saw silvered disks being dropped out of a light airplane flying over this city.

E. F. Smith, 84 E. Eugene, an assistant cashier for the Southern Pacific Railroad, said he was driving on a Eugene street when —

Incident # 6

RESTRICTED

UNCLASSIFIED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 4 July 1947 Incident # 7

2. Time 1305

3. Location Oregon

4. Name of observer Earl S. Patterson

5. Occupation of observer Patrolman - former Air Corps pilot

6. Address of observer 134 Southeast 13th Avenue, Portland, Oregon

7. Place of observation Southeast 52d and Foster Road, Portland

8. Number of objects 1

9. Distance of object from observer N/S

10. Time in sight N/S

11. Altitude Approx 30,000 ft

12. Speed Terrific - faster than any speed witness had ever seen

13. Direction of flight Southeasterly direction over Portland

14. Tactics ~~XXXX~~ Performed 90° angle without difficulty - thought to be radio controlled

15. Sound None

16. Size N/S

17. Color Aluminum

18. Shape disc

19. Odor detected ~~xxx~~ N/S

20. Apparent construction N/S Apparently metallic or eggshell white didn't reflect light

21. Exhaust trails None

22. Weather conditions N/S

23. Effect on clouds N/S

24. Sketches or photographs None

25. Manner of disappearance N/S

26. Remarks: (over)

RESTRICTED

UNCLASSIFIED

PINC FILE 7

14

"Flying Disks" Maneuvering Over Oregon

PORTLAND, Ore., July 4—(AP)—Two police patrol cars reported today they saw a large formation of "flying disks" maneuvering over a Portland residential area today.

Their radioed reports to headquarters followed the same general pattern of reports of similar objects reported over the west—that they were high, looked like large saucers, glistened in the sun, and flew with an undulating motion. The police bureau asked the national guard aerial squadron to investigate.

WASHINGTON, July 4—(UP)—A navy spokesman doubted tonight that the "flying saucers" seen in 11 states are a new experimental navy plane, known as the "flying flapjack."

(A Los Angeles newspaper had suggested that the discs might be a new type navy airplane.)

He said the navy was checking reports that the "saucers" and the "flapjack" are one and the same. But, he said, as far as could be learned immediately, none of the navy's new craft is in areas where the flying discs have been reported.

PINC FIL 7

From the Oregon Journal - 3 July 1947, Portland, Oregon
(Reference Incidents 5, 6, 7, 8 and 10)

Whatever they are, there are now disc-like objects flying around in the sky.

Or close eight (8) Portland area policemen and deputy sheriffs who sighted the objects Friday, numerous private citizens, the crew of a United Air Lines plane over Boise, Idaho, and a newspaperman who claims to have photographed one near Boulder, are all wrong.

In Portland, the alert was issued over police radio at 1:05 P. M. Friday, after the East Side Station received a score of calls that the discs were overhead. Within seconds, two great cars reported spotting the mystery craft.

MAKES ONE, WITH LAGUNA.

First to report in were Patrolmen Walter Lang and Robert Hill in the No. 62, the shipped near Sylvan Park. [illegible] the 11 [illegible] and civilian pilots, they sighted three of the objects within 30 seconds traveling at great height and speed over the park. They reported they heard no engine noises but saw flashes. The objects soared circular and changed direction of flight. The patrolmen agreed that without knowledge of the size of the objects it would be impossible to judge their speed or altitude.

Patrolman Earl Patterson in car No. 13 stopped at [illegible] Avenue and Porter road to look southward from where the discs were reported. Telephone calls landed then coming out of the sun. In one sighting, but a few seconds later observed one coming out of the west and heading northeast. The craft seemed to be circular or egg-shell white and didn't flash or reflect light, he said.

OTHERS UNCONVINCED.

A former Chicago veteran, he said the object was within my plane left over area. He thought it appeared radio-controlled because the disc could change direction at a 90° angle without difficulty.

Members of the harbor patrol at the foot of NE Irving street stopped and stare they heard the air-car discs. Sgt. E. A. Foster, Motor Pilot, L. C. Arnold and Patrolman E. E. Ruff all saw the objects and said they appeared to be going south high over the Hills Mills at terrific speed. Sgt. Foster said the flashes high than from considering whether there was flash or not.

> "The discs would oscillate and sometimes we could see a dull shine. Then a half-moon shape, then nothing at all," he reported. The objects looked more like a shiny aluminum but one of a car which suddenly disappeared and reappeared."

There was a plane in the sky at the time, but all were [illegible] that the discs were not planes.

INC FILE 4

AIRLINE MAN CONFIRMS REPORTS OF FLYING DISCS. FIVE SEEN.

Circumstantial reports of flying discs in the sky Friday came from the crew of a United Airlines plane over Boise, Idaho, and a coast guardsman near Seattle, as well as from Portland area police and citizens.

R. J. Reith, captain of the airliner, told United Press that he sighted five "shadowy" objects like "dish and saucer on the bottom and rought appearing on top." The objects appeared against the sunset shortly after the plane took off at 6:05 p. m., he said.

"We saw them clearly," he reported. "We followed them in a northwesterly direction for about 15 miles. Finally the objects dimmed. We were unable to tell whether they escaped us or disintegrated.

NOT AIRCRAFT.

"We can't say whether they were saucer-like, oval or anything else," the captain said. "But whatever they were, they were not another aircraft, nor were they snake or dirigible."

In Seattle, Coast Guardsman Frank Rogers, 27, reported to United Press that he snapped a picture from the front porch of his home which a "white saucer" flying over the north end of Lake Washington.

Acme News Pictures, New York City, said a 7x9" print of the photograph showed two tiny dots, one of which was a flaw in the print.

Don Metcalfe, 19, Sales Amusement north employe, reported that he saw several objects "like spinning discs" in the sky Friday. He said several plowboys, including a women pilot noticed them.

In Vancouver, Wash., Sheriff's Deputies, John Sullivan, Clarence Kelley and Fred Erivan heard the Portland police radio broadcast and ran out of the sheriff's office to look at the sky. Over Portland, three to five miles away, Sullivan said, they saw 25 to 30 objects "like a flight of geese". They heard a low humming sound.

OTHER REPORTS.

Lt. G. D. Nelson, Commander of the Oregon national guard, made an inspection of this area from the air after the discs were reported here. He said he saw nothing "unusual".

Only known military airplanes in the air at the time of the reports were 25 B-29 bombers near Atlanta.

7

Despite all the reports, at least two persons remained unconvinced of the existence of the discs. A. F. Sanford, Salgato manager, gave his opinion that the objects were entertainment blimps.

Earl Ballard, Jr., of 6[illegible] S. Barnes Avenue, telephoned the Journal to berate the newspapers for "perpetrating a hoax". He said he saw objects in the sky about a minute after an airplane passed over his house. To him, the objects looked like bits of aluminum foil, perhaps cigarette wrappers.

[illegible] LATER,

Several late flights of objects over Portland were reported Friday afternoon. R. A. Brown, 3633 SW Hamilton Avenue, said he saw three fly east across the Willamette river near the Ross Island bridge about 2 p. m. that, appearing in the west, they were out of sight in the east in two to four seconds. He said they resembled metallic discs glinting in the sunlight.

Later, he said, he and neighbors saw a single disc-like object flying north far away and very high.

At 4:30 p. m. Rev. Lawrence J. Bayard, 6120 NE 41st Ave., reported sighting a disc "like a new dime flipping around" in the air over the Rocky district. She said it seemed to be moving slowly.

PAPER RECOVERED.

Thomas F. Regan, 1232 NE 39th Avenue, said he sighted two white or silver objects flying southeast high over Portland a few minutes before 5 p. m. He reported another, headed northeast, over his home at 5:30 p. m.

G. J. Regan, Regard, reported that four discs flew past Mount Jefferson at about 11 a. m., while he was driving near Redmond.

Herman Cox, 2000 NE 65th Avenue, recovered from Rose City golf course a piece of paper he said had fallen from a great height in the sky. Time of the fall coincided with one of the reports of flying discs. The paper, of low quality, measured 23-1/2 x 36 inches.

SILVERED BIRD, SEEN BY MANY.

[illegible], July 5 (AP) A [illegible] silvered cylinder said Friday he saw silvered discs being dropped [illegible] of a high airplane flying over this city.

E. F. Smith, 20 S. Regan, an employee working for the Southern Pacific Railroad, said he was driving on a Regan street that —

7

Incident # 7

Incident # 6

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 4 July 47 Incident # 8a
2. Time 1305
3. Location Portland, Oregon
4. Name of observer D. W. Ellis
5. Occupation of observer Patrolman
6. Address of observer Portland City Police Dept., Oregon
7. Place of observation Portland, Oregon
8. Number of objects 3
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude Approx 40,000 ft
12. Speed terrific
13. Direction of flight South
14. Tactics Straight-line formation except last which flutter to side in arc
15. Sound None
16. Size N.S
17. Color White
18. Shape Disc
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails None
22. Weather conditions Clear - with little or no cloud formation visible from ground
23. Effect on clouds N/S - no clouds
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: (over)

FINC FILE

RESTRICTED

Patrolman D. K. Ellis (also a private pilot) perceived three flat round discs which flew at terrific speed in straight line formation, the last disc fluttering very rapidly in a side-way arc. He saw no evidence of any motivating powers and there were no vapor or smoke trails. No sound could be heard. Ground temperature was 32°F with little or no cloud formation.

NOTE: Corroborated account. Witnessed by Patrolman W. A. Lisey (also a private pilot) Both very dependable & trustworthy officers

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 4 July 47 Incident # 5
2. Time 1305
3. Location Portland, Oregon
4. Name of observer W. A. Livey
5. Occupation of observer Patrolman - also a private pilot
6. Address of observer Portland City Police Dept.
7. Place of observation ground
8. Number of objects 3
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude 40,000 ft
12. Speed terrific
13. Direction of flight South
14. Tactics Straight-line formation except last disc fluttered to side in arc
15. Sound None
16. Size N/S
17. Color white
18. Shape disc
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails None
22. Weather conditions Clear - with little or no cloud formations visible from ground
23. Effect on clouds N/S - no clouds
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks. (Over)

MING FILE

RESTRICTED

RESTRICTED

Patrolman W. A. Lisey of the Portland City Police Department - possesses a private pilot license. He perceived three flat round discs which flew at terrific speed in straight line formation the last disc fluttering very rapidly in a side-way arc. They saw no evidence of any motivating powers and there were no vapor or smoke trails. No sound could be heard. Ground temperature was 52°F with little or no cloud formation.

NOTE: Corroroborated account. Witnessed by Patrolman D. W. Ellis (also a private pilot) Both very dependable & trustworthy officers.

RESTRICTED

From the Oregon Journal - 2 July 1947, Portland, Oregon
(Reference Incidents 5, 6, 7, 8 and 9)

Whatever they are, there are some disc-like objects flying around in the sky.

Or at least eight (8) Portland area policemen and deputy sheriffs who sighted the objects Friday, numerous private citizens, the crew of a United Air Lines plane over Boise, Idaho, and a newspaperman who claims to have photographed one near Redmond, are all wrong.

In Portland, the alert was sound over police radio at 1:05 P. M. Friday, after the East Side Precinct received a score of calls that the discs were overhead. Within seconds, two patrol cars reported spotting the spinning craft.

[redacted] SEEN, MORE LATER.

First to report in were Patrolmen [redacted] and [redacted] in car No. [redacted], who chased near Lake Park. [redacted] II [redacted] and civilian pilots, they sighted three of the objects circling 10 minutes travelling at great height and speed over the park. They reported they heard no engine noise but saw flashes. The objects sound erratic and changed directions of flight. The patrolmen agreed that without knowledge of the size of the objects it would be impossible to judge their speed or altitude.

Patrolmen [redacted] in car No. 13 chased at [redacted] Avenue and Fremont road to [redacted] from where the discs were reported. Telephone calls located them coming out of the sun. No one noticed, but a few seconds later observed one coming out of the west and heading southeast. The craft seemed to be aluminum or aluminum white and didn't flash or reflect light, he said.

[redacted] DESCRIBED.

A Sunset drive-in waitress, he said the object was within any plane but's over town. He thought it appeared radio-controlled because the disc could change direction at a 90° angle without difficulty.

[redacted] of the harbor patrol, at the foot of SW Irving street, chased and [redacted] the all-car alert. Sgt. [redacted], Motor Pilot, [redacted] and Patrolman [redacted] [redacted] saw the objects and said they appeared [redacted] high over the Hills while at [redacted] speed. [redacted] said the flashes [redacted] were considering whether there were three or [redacted]

"The discs could oscillate and maneuver so quick as a [redacted] disc, that a [redacted] shape, but nothing as [redacted]," he reported. The objects looked more like a [redacted] but one off a car [redacted] disappeared and reappeared.

There was a plane in the sky at the time, but all were agreed that the discs were not planes.

8 [redacted] 1947

AIRLINE PILOT REPORTS SIGHTS OF FLYING DISCS. [illegible]

Unsuccessful reports of flying discs in the sky Friday came from the crew of a United Airlines plane over Boise, Idaho, and a coast guardsman near Seattle, as well as from Portland even police and citizens.

R. J. Smith, captain of the airliner, told United Press that he sighted five "saucerlike" objects which were "dark and smooth on the bottom and rought appearing on top." The objects appeared against the sunset shortly after the plane took off at 8:05 p. m., he said.

"We saw them clearly," he reported. "We followed them in a northwesterly direction for about 35 miles. Finally the objects disappeared. We were unable to tell whether they outspeed us or disintegrated.

NO AIRCRAFT.

"We can't say whether they were saucer-like, oval or anything else," the captain said. "But whatever they were, they were not another aircraft, nor were they comets or clouds."

In Seattle, Coast Guardsman Frank Jones, 27, reported to United Press that he snapped a picture from the front porch of his home which a "white saucer" flying over the north end of Lake Washington.

Acme News Pictures, New York City, said a 7x5" print of the photograph which [illegible] they took, one of which was a flaw in the print.

Joe Kotarski, 20, Sabo Amusement park employe, reported that he saw several objects "like spinning discs" in the sky Friday. He said several plantsitters, including a woman pilot noticed them.

In Vancouver, Wash., Sheriff's Deputies, John Sullivan, Clarence Kelley and Fred Bryson heard the Portland police radio broadcast and ran out of the sheriff's office to look at the sky. Over Portland, three to five miles away, Sullivan said, they saw 25 to 30 objects "like a flight of geese". They heard a low humming sound.

OTHER REPORTS.

Col. G. E. Nelson, Commander of the Oregon national guard, made an inspection of this area from the air after the discs were reported here. He said he saw nothing "suspicious".

Only known military airplanes in the air at the time of the reports were 23 B-29 bombers near Ashland.

Despite all the reports, at least two persons resented [illegible] of the existence of the discs. M. P. Sanford, Salgate manager, gave his opinion that the objects were [illegible] balloons.

Earl Pallock, Jr., of 6609 N. Borage Avenue, telephoned the Journal to locate the newspapers for "perpetrating a hoax". He said he saw objects in the sky about a minute after an airplane passed over his house. He said the objects looked like bits of aluminum foil, perhaps disposable wrappers.

[illegible] LATER.

Several late flights of objects over Portland were reported Friday afternoon. E. A. Bonn, 3633 NE Hassalo Avenue, said he saw three fly past across the Willamette river near the East Island bridge about 2 p. m. that, appearing in the west, they were out of sight in the east in two to four seconds. He said they resembled metallic discs glinting in the sunlight.

Later, he said, he and neighbors saw a single disc-like object flying north far away and very high.

At 4:30 p. m. Mrs. Lawrence J. Sagaert, 6126 NE 81st Ave., reported sighting a disc "like a new dime flipping around" in the air over the Rocky district. She said it seemed to be moving slowly.

PAPER RECEIVED.

Thomas H. Dagar, 1232 NE 79th Avenue, said he sighted two white or silver objects flying southeast high over Portland a few minutes before 5 p. m. He reported another, headed northeast, over his home at 5:30 p. m.

G. J. Dagar, Tigard, reported that four discs flew past Mount Jefferson at about 11 a. m., while he was driving near Redmond.

Thomas Gee, 2000 NE 67th Avenue, recovered from Rose City golf course a piece of paper he said had fallen from a great height in the sky. Some of the foil coincided with some of the reports of flying discs. The paper, of low quality, measured 23-1/2 x 36 inches.

[illegible], [illegible] IN [illegible].

[illegible], July 5 (AP) A Eugene railroad worker said Friday he saw silvered discs being dropped out of a light airplane flying over this city.

E. F. Smith, 36 S. Ingram, an assistant engineer for the Southern Pacific Railroad, said he was driving on a [illegible] when —

Incident # 5

Incidents # 9

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 9

1. Date 4 July 1947
2. Time 1305
3. Location Portland, Oregon
4. Name of observer Sgt. E. A. Prohn
5. Occupation of observer Harbor Pilot.
6. Address of observer [illegible] Irving St., Portland
7. Place of observation " " "
8. Number of objects 3 to 6 - unable to ascertain
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude High
12. Speed terrific
13. Direction of flight South over the Cascade Hills
14. Tactics Oscillated, wobbled, disappeared & reappeared.
15. Sound N/S
16. Size N/S
17. Color chrome - shiny
18. Shape full disc, half-moon shape, then nothing.
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs N/S
25. Manner of disappearance disappeared and reappeared
26. Remarks: (over)

RESTRICTED

INC FILE 9

22

Members of the harbor patrol at the foot of NW Irving Street stopped and when they heard the air-raid alert. Capt. E. A. Frank, Harbor Pilot, A.P. Austad and Patrolman K. G. Hoff, all saw the objects and said they appeared to be going south high over the Sierra Hills at terrific speed. Capt. Frank said the flashes kept them from ascertaining whether there were three or six.

"The discs would oscillate and sometimes we would see a full disc, then a half-moon shape, then nothing at all," he reported. The objects looked pure like a shiny chrome hub cap off a car which wobbled, disappeared and reappeared.

There was a plane in the sky at the time, but all were emphatic that the discs were not planes.

RELIABILITY: Corroborated report

The The Oregon Journal - 2 July 1947, Portland, Oregon
(Reference Numbers 5, 6, 7, 8 and 9)

Whatever they are, there are now disc-like objects flying in the sky.

Or close sight (5) Portland area policemen and deputy sheriffs, in sighted the objects Friday, numerous private citizens, the crew of a United Air Lines plane over Boise, Idaho, and a newspaperman who claims to have photographed one near Seattle, are all wrong.

In Portland, the alert was sound over police radio at 1:45 P. M. Friday, after the East Side Station received a score of calls that the discs were sighted. Within seconds, two good were reported spotting the mystery craft.

[redacted]

First to report in were Patrolmen [redacted] and [redacted] in car No. [redacted], who stopped near Sellwood Park. [redacted] II [redacted] civilian pilots, they sighted three of the objects within 30 seconds travelling at great height and speed over the park. They reported they heard no engine noises but saw flashes. The objects sound erratic and changed directions of flight. The patrolmen agreed that without knowledge of the size of the objects it would be impossible to judge their speed or altitude.

Patrolmen [redacted] in car No. 13 stopped at [redacted] Jensen and Porter road to [redacted] from where the discs were reported. Neighbors nearby heard them coming out of the sun. In an article, but a few minutes later observed one coming out of the west and heading southeast. The craft seemed to be aluminum or nickel white and didn't flash or reflect light, he said.

[redacted]

A former Chicago Tribune, he said the object was smaller any plane he's ever seen. He thought it apparent radio-controlled because the disc made sharp directions at a 90° angle without difficulty.

Members of the higher ranks at the foot of Mt Irving about noon and said they heard the all-car alert. Sgt. E. A. Fraley, Motor Patrol, U. S. Armed and Patrolman E. E. Wolf [redacted] saw the objects and said they appeared to be going south high over the Eden mills at terrific speed. Sgt. Fraley said the flashes kept them from determining whether there was three or six.

> The discs could maintain such speedings as would use a [redacted] day, then a half-mile stop. Not nothing at all," he reported. The objects looked some like a silver quarter but up off a car which [redacted] disappeared and reappeared.

There was a glint in the sky at the time, but all were agreeing that the discs were not planes.

[redacted]

[redacted]

Unconfirmed reports of flying discs in the sky Friday came from the crew of a United Airlines plane over Boise, Idaho, and a coast guardsman near Seattle, as well as from Portland area police and citizens.

R. J. Sullivan, captain of the airliner, told United Press that he sighted five "[redacted]" which were "[redacted] and round on the bottom and rough appearing on top." The objects appeared against the [redacted] shortly after the plane took off at 5:05 p. m., he said.

"We saw them clearly," he reported. "We followed them in a northwesterly direction for about 15 miles. Finally the objects disappeared. We were unable to tell whether they [redacted] up or disintegrated.

NO AIRCRAFT.

"We don't say [redacted] life, evil or anything else," the captain said. "We believe they were, they were not another aircraft, nor were they birds or clouds."

In Seattle, Coast Guardsman Frank Jones, 27, reported to United Press that he snapped a picture from the front porch of his home which a "white cross" flying over the north end of Lake Washington.

Anne Rust Platteres, New York [redacted], said a 7x5" print of the photograph showed two tiny discs, one of [redacted] was a flaw in the print.

Joe Sokolsky, 18, Soho [redacted] reported that he saw several objects "like spinning discs" in the sky Friday. He said several plausibers, including a woman pilot noticed them.

In Vancouver, Wash., Sheriff's Deputies, John Sullivan, Georgia Haley and Fred Brown heard the Portland police radio broadcast and ran out of the sheriff's office to look at the sky. Over Portland, three to five miles away, Sullivan said, they saw 20 to 30 objects "like a flight of geese". They heard a low humming sound.

OTHER SIGHTINGS.

Sgt. A. J. Salem, Commander of the Oregon national guard, made an inspection of this area from the air after the discs were sighted here. He said he saw nothing "unusual".

Only large military airplanes in the air at the time of the reports were B-29s bombers near Atlanta.

Despite all the reports, at least two persons remained unconvinced of the existence of the discs. H. P. Bradford, Eugene manager, gave his opinion that the objects were extremely transient.

Earl Hallock, Sr., of 6604 N. Savage Avenue, telephoned the Journal to berate the newspapers for "perpetrating a hoax". He said he saw objects in the sky about a minute after an airplane passed over his house. To him, the objects looked like bits of aluminum foil, perhaps cigarette wrappers.

NONE SEEN LATER.

Several late flights of objects over Portland were reported Friday afternoon. E. A. Brown, 3633 SW Hamilton Avenue, said he saw three fly east across the Willamette river near the Ross Island bridge about 2 p. m. that, appearing in the west, they were out of sight in the east in ten to five minutes. He said they resembled metallic discs glinting in the sunlight.

Later, he said, he and neighbors saw a single disc-like object flying north far away and very high.

At 4:30 p. m. Mrs. Lawrence J. Bayard, 6124 SE 52nd Ave., reported sighting a disc "like a new dime flipping around" in the sky over the Rocky district. She said it seemed to be moving slowly.

PAPER RECOVERED.

Thomas E. Rogers, 1232 NE 59th Avenue, said he sighted two white or silver objects flying southeast high over Portland a few minutes before 5 p. m. He reported another, headed northeast, over his home at 5:30 p. m.

G. J. Rogers, Hagerman, reported that four discs flew past Mount Jefferson at about 11 a. m., while he was driving near Redmond.

Thomas Cox, 2000 NE 67th Avenue, recovered from Rose City golf course a piece of paper he said had fallen from a great height in the sky. Size of the fall coincided with some of the reports of flying discs. The paper, of low quality, measured 23-1/2 x 38 inches.

SILVERED DISCS, SEEN BY MANY.

Yreka, July 2 (AP) A Rogue Valley resident said Friday he saw silvered discs being dropped out of a light airplane flying over this city

R. F. Smith, 32 Q, Rogue, an assistant editor for the Southern Pacific Railroad, said he was driving on a Rogue River ferry --

Incident # 9

Incident # 10

CONFIDENTIAL

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # [redacted]

1. Date [redacted] July 1947
2. Time [redacted] P. M.
3. Location [redacted], Idaho
4. Name of observer Capt R. S. Smith
5. Occupation of observer [redacted] Pilot
6. Address of observer [redacted] Office Boise
7. Place of observation Air - [redacted]
8. Number of objects 9 - 5 at first, then 4 more
9. Distance of object from observer N/S
10. Time in sight N/S - but followed them for about [redacted] miles
11. Altitude N/S
12. Speed N/S
13. Direction of flight [redacted]
14. Tactics preserved "wave formation"
15. Sound N/S
16. Size N/S
17. Color N/S
18. Shape Could not be ascertained but appeared thin and smooth on the bottom and rough on the top
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions N/S [redacted]
23. Effect on clouds N/S
24. Sketches or photographs [redacted]
25. Manner of disappearance Could not be ascertained
26. Remarks: [redacted]

INC FILE 1/2

CONFIDENTIAL

24

Capt. R. J. Smith, USA Pilot, enroute to Seattle reported that he and the entire crew of the northbound USA plane saw some flying disks near [redacted] Lake. At first he saw 5 disks flying that appeared to be a [redacted] formation." They sailed fairly level, Smithson, to the extent to verify that they were actually seeing the disks. He saw them too. Then they saw 4 more of them, three clustered together, and a 4th flying by itself, way off in the distance.

Capt Smith described them as follows:

5 "somethings" which were "thin and smooth on the bottom and rough appearing on top." Silhouetted against sunset shortly after the plane took off at 5:05 p. m. "We saw them clearly," he reported. "We followed them in a northwesterly direction for about 45 miles. Finally they disappeared. We were unable to tell whether they escaped the plane or disintegrated.

He couldn't determine the shape. "We can't say whether they were cigar-like, oval or anything else." But whatever they were, they were not other aircraft, nor were they meteors or clouds."

RELIABILITY: Corroborated report by a USA Pilot

NNC FILE /0

Resident
AAF 1208 I
16 July 1947

MEMORANDUM FOR THE DIRECTOR OF INTELL

1. On 12 July 1947, Captain Smith, of the United Airlines, was interviewed at the Boise Municipal Airport, Boise, Idaho. Captain Smith was passing through Boise on a schedule flight at the time and had a 20 minute stop-over. Captain Smith reiterated the statements originally made by him to the press as to what he had seen in the late evening of July 4th, when 8 minutes out of Boise on the route to Seattle, Washington. It is the opinion of the interviewer that due to the position Captain Smith occupies, that he, Captain Smith, would have to be very strongly convinced that he actually saw flying disks before he would open himself for the ridicule attached to a report of this type.

INC FILE 10

FRANK M. BROWN, 2/Lt, USAF

[redacted]

W [redacted]

CO[redacted]

*3

10

Detroit News 5 July 1947

BLINK LIGHTS

The entire crew of a westbound Boise-to-Seattle United Air Lines plane reported they had seen nine flying discs near the airline's route over Bennett, Ida.

Capt. E. J. Smith, of UAL Flight 108 which left Boise at 9:04 p. m., said that his co-pilot, First Officer Ralph Stevens, blinked the transport's landing lights in the belief the discs were other aircraft.

Blinking landing lights during a night flight is a pilot's signal of warning to other aircraft that a plane is flying in the same area.

Smith said it was eight minutes after [redacted] from Boise that Steven[redacted] himself saw five discs, flying what appeared to be a "loose formation."

They called Marty Marrow, stewardess, to the cockpit to verify that they were actually seeing the discs, said Smith, and she agreed they were there.

Then they saw four more of the discs, three clustered together, and a fourth flying "by itself, way off in the distance."

Dec #10

10

10

Incident # 10

Incident #12

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 11

1. Date 4 July 47
2. Time [redacted]
3. Location Lake City, Seattle Wash
4. Name of observer [redacted]
5. Occupation of observer [redacted]
6. Address of observer Lake City, Seattle, Wash.
7. Place of observation Ground - Lake City
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight 10 minutes
11. Altitude N/S
12. Speed N/S
13. Direction of flight over north end of Lake Washington
14. Tactics Horizontal flight
15. Sound N/S
16. Size N/S
17. Color "white"
18. Shape [redacted] or ball shaped
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs 1 [redacted]
25. Manner of disappearance N/S
26. Remarks: [redacted]

RESTRICTED

DAYTON JOUR

Dayton's Only Daily Newspaper With Both Associated Press and United Press World-Wide News Services

140th YEAR. No. 161 — DAYTON, OHIO, MONDAY, JULY 7, 1947

AAF PLANES HUNT "FLYI

IS THIS THE FLYING SAUCER?

SEATTLE, WASH.—Sitting on his front porch in Lake City, a suburb of Seattle, Coast Guardsman Frank Ryman saw a "white saucer" flashing across the evening sky. Before it zoomed away he managed to snap its picture. Arrow indicates white speck which may be Ryman, the mysterious "flying saucer." (Acme Photo.)

36 Sta Repor "Discs"

Objects Th Of 5-Room Seen In Id

From Wire Se

SAN FRANCISC —Mysterious "flyi were reported mo day in various pa country and, at Wash., a woman d 10 persons saw sh disc-shaped objects St. Marion, Idaho, A

The phenomenon reported by hundr ons in at least 36 District of Columbi ...a since June 25 ...tings vary but m in

N JOURNAL

LATE CITY EDITION

Newspaper With Both Associated Press and United Press World-Wide News Services

DAYTON, OHIO, MONDAY, JULY 7, 1947 Telephone ADams 1111 PRICE FIVE CENTS

HUNT "FLYING DISCS"

IS THIS THE FLYING SAUCER?

SEATTLE, WASH.—Sitting on his front porch in Lake City, suburb of Seattle, Coast Guardsman Frank Ryman saw a "white saucer" flashing across the evening sky. Before it passed away he managed to snap its picture. Arrow indicates white speck which, says Ryman, is the mysterious "flying saucer." (Acme Photo.)

36 States Report "Discs"

Objects The Size Of 5-Room House Seen In Idaho

From Wire Dispatches

SAN FRANCISCO, July 6.—Mysterious "flying saucers" were reported seen again today in various parts of the country and, at Spokane, Wash., a woman declared that 10 persons saw sight of the disc-shaped objects land near St. Maries, Idaho, July 2.

The phenomenon has been reported by hundreds of persons in at least 30 states the District of Columbia and Canada since June 24. Descriptions vary, but generally the witnesses agree that the objects skimming through the skies are saucer-like discs.

[illegible] near St. Maries said they were [illegible] at an extreme speed, going in a northerly direction [illegible]

Air Guard Pilot's Dash To Locate "Saucer" Fails

Marine Ace Orders 1st Pursuit Of Object With Silvery Tail Reported At Sioux Falls, S. D.

CHICAGO, July 6.—A military plane made an unsuccessful speed dash in an attempt to track down one of the mysterious "flying saucers" today as the army and scientists sought to ascertain whether scant-to-scant reports about the discs zooming through the sky were fact.

A flight of eight P-51 pursuit ships and three A-26 bombers, carrying telescopic cameras, searched the northwest Pacific skies for "flying saucers" today but did not sight any. The ships cruised over the Cascade mountains of Washington, where the mystery discs first were reported seen, and other areas.

But the National Guard in South Dakota was the first to order a plane to try to find a disc after a resident reported having seen one.

Gregory Zimmer of Sioux Falls, S. D., said he saw a silvery disc with a [illegible] and [illegible] [illegible] the sky [illegible] the air to try and "run down" the object. The [illegible] were [illegible]

"Disc" Talk Gets Laugh In Europe

[illegible] Dyke comes in the side of the Atlantic when you're expected for an [illegible]

"Disc" Talk Gets Laugh In Europe

Oregon Air Patrol To Hunt "Saucers"

[illegible] Military
[illegible] the state department, reporter asked whether anyone inside or outside that agency is

(Other Stories, Page 11.)

investigating the possibility the objects originate with a foreign power.

Lincoln White, state department press officer, said he didn't know of any such inquiry.

Gen. Carl Spaatz, commander of the army air forces, was in the Pacific Northwest. He denied knowing anything about the flying discs—or of plans to use AAF planes to look for them.

Competent observers such as airline pilots said they had seen the totally unexplained discs or saucers, larger than aircraft and flying in "loose formation" at high speed.

Tuesday night Air Materiel Command officials at Wright Field were as mystified last night as anyone concerning the sight of eerie "flying saucers" in dozens of areas throughout the country.

"We can find nothing official regarding these discs," an AMC official said last night. "We are ready for action when something official is learned. But thus far we have not been provided with any reputable information. If reputable information is provided, we will take whatever action is necessary," he added.

dead on arrival at Marine Hospital.

Minor injuries were suffered [redacted] Layman, 42, of the [redacted] when the Greyhound [redacted] he was riding was struck by an auto at Dix highway and North line road, Friday night. There were 35 passengers on the bus.

The bus, en route to Detroit from Indianapolis, was struck by a car driven by Philip Weber, of Zoorse. Police said Weber failed to observe a stop sign. He was given a reckless driving ticket.

BOY'S FACE BURNED

Serious burns of the face and eyes were suffered at Lake Orion by Wilfred Palgman, Jr., 17, of 1783 Cass avenue, when he stooped over a giant firecracker "to see why it didn't go off." It exploded in his face. Palgman is in serious condition at Beaumont Hospital.

Other deaths and injuries throughout the State:

Mrs. Nettie R. Delmonte, 48, of Mason, was killed Friday and her husband, Joseph, was seriously injured when their automobile was struck by a Grand Trunk

may throw off Republican plans was learned today.

Rep. Halleck, of Indiana, House Republican leader, said Congress would want to remain in session long enough to make final disposition of the tax bill. And if Democrats who oppose tax legislation at this time resort to a stalling campaign, the, could extend the session into next month.

The House will get the bill out of the way in a hurry, probably Tuesday. That would appear to allow plenty of time for Senate action.

The catch, however, is that if Senate Democrats decide to employ delaying tactics, they will have time on their side. The Republicans have to get the bill to President Truman 10 days before the end of the session or take a chance on its being killed by a pocket veto.

In addition to that 10 days, the Republicans will have to allow themselves time to attempt to override a possible veto. Hence, every day saved in getting the bill to the White House will be important to the GOP.

consent of the governed.

2 Outlawing request for [illegible] legislation.

3 Free [illegible] full exchange of information, ideas and information among the peoples of the world, and maximum freedom in international travel and communication.

4 That nations shall devote their economic and financial policies to support a world economy rather than separate independent economies.

SAYS "TRUTHFUL"

He called for an end to "[illegible] nationalism" which he said leads the world's people away from "peace and unity."

He said there should be no more "propaganda attacks upon other nations" and expressed that after two world wars all

Boy Runs for President at Age of 3 and Wins!

CHARLOTTESVILLE, Va., July 5—(AP)—Hedgeman Rubin

'Saucers' Fool Crew of Airliner

5 July

Think It Plane and Blink Lights

The "flying saucer" mystery, already at fever pitch in the West, reached Michigan Friday night when several persons living southwest of Port Huron reported seeing them.

Meanwhile, Frank Ryman, of Seattle, a Coast Guard yeoman, had what he believed was the first picture taken of the "flying saucers," which he hoped would help clear up the mystery of their identity.

Others who reported seeing the discs were the crew of a United Air Lines plane, scores of residents of Portland, Ore., 40 physicists near Twin Falls, Ida., a doctor in Philadelphia, and a woman in New Orleans.

CIGAR-CHAMP WAS GRY

Those who saw the discs in the vicinity of Port Huron said they were [illegible]

"They definitely were not [illegible]," said one witness.

"Some of them turned [illegible] and other [illegible] one of the [illegible] Friday night, July 3, when [illegible] reported. Lights which [illegible] were observed [illegible]

TINY SPOT SHOWS

Ryman said he took the picture from his home after neighbors told him of sighting the discs high overhead.

The results of his photographic effort showed as a tiny light spot, about the size of a pinhead, against the dark background of the evening sky.

He said he took the picture when the disc was directly overhead.

His wife said they watched it for what seemed like close to 10 minutes as it seemed to speed across the sky. She said her impression was of a shiny ball, at great height.

Many Portlanders—including police, experienced fliers, and three newspapermen—declared they saw silvery discs undulating over Portland.

In New Orleans, Miss Lillian

See DISCS—Page 2

Detroit News 5 July 1947

//

Incident # 12

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. [redacted] 4 July 1947 Incident # 12

2. Time 1375

3. Location Vancouver, Washington

4. Name of observer John Sullivan

5. Occupation of observer Sheriff's Deputy

6. Address of observer Vancouver, Washington

7. Place of observation Vancouver, Washington, "ground"

8. Number of objects 20 to 30

9. Distance of object from observer 3 to 5 - low away over Portland

10. Time in sight N/S

11. Altitude N/S

12. Speed N/S

13. Direction of flight N/S

14. Tactics N/S

15. Sound low humming sound

16. Size N/S

17. Color N/S

18. Shape "V" shaped - like flock of geese

19. Odor detected N.S

20. Apparent construction N/A

21. Exhaust trails N/S

22. Weather conditions N/S

23. Effect on clouds N/S

24. Sketches or photographs None

25. Manner of disappearance N/S

26. Remarks (over)

RESTRICTED

27

INC. FILE_ 14

In Vancouver, Washington, Sheriff's Deputies, John Sullivan & Clarence [illegible] and Fred Krivos, heard the Portland police radio broadcast and ran out of the Sheriff's office to look at the sky. Over Portland about three to five miles away, Sullivan said, they saw 20 to 30 objects "like a flight of geese." They heard a low humming sound.

CONSECRATED ACTIVE

Incident # 12

Incidents # 23

Incident # 13

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 4 July 1947 Incident # 13
2. Time 1400
3. Location Portland, Oregon
4. Name of observer E. A. Evans
5. Occupation of observer N/S
6. Address of observer 3433 [illegible] Ave.
7. Place of observation Portland, Oregon - ground
8. Number of objects 1 at first 2 later
9. Distance of object from observer N/S
10. Time in sight 3 - 4 seconds
11. Altitude one object appeared not too high, others appeared far away
12. Speed very high very fast
13. Direction of flight 1. west to east, 2 - north
14. Tactics N/S
15. Sound N/S
16. Size N/S
17. Color Resembled metallic discs glisting in sunlight
18. Shape disc
19. Odor detected N/S
20. Apparent construction n/s - unless metallic
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance, out of sight within 2 to 4 seconds
26. Remarks: (over)

RESTRICTED

Three discs were observed by E. A. Byrne & neighbors, one object appeared very high and two others appeared far away and very high. One traveled from west to east, two others traveled north. They resembled metallic discs glinting in the sunlight. They first appeared in the west and were out of sight in the east in 2 to 4 seconds.

RESTRICTED

Incident # 13

Incident # 14

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 14

1. Date 4 July '7
2. Time 1530
3. Location Portland, Oregon
4. Name of observer Mrs. Lawrence J. Hayward
5. Occupation of observer N/S
6. Address of observer 6124 N. E. 21st Ave., Portland
7. Place of observation Portland, Oregon - ground
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude N/S
12. Speed Slow
13. Direction of flight N/S
14. Tactics Flipping around
15. Sound N/S
16. Size disc
17. Color silvery
18. Shape round
19. Odor detected N/S
20. Apparent construction N/S - apparently metallic
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S

RESTRICTED

26. Remarks: At 4:30 P. M. Mrs Lawrence J. Hayward, 6124 NE 21st Ave. reported sighting a disc "like a new dime flipping around" in the air over the Sandy district. She said it seemed to be moving slowly.

32

Incident # 14

Incident # 25

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 15

1. Date 4 July 1947
2. Time 1700
3. Location Portland, Oregon
4. Name of observer [illegible] W. Dyer
5. Occupation of observer N/S
6. Address of observer [illegible] Ave
7. Place of observation Portland, Oregon
8. Number of objects 3
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude High
12. Speed N/S
13. Direction of flight 1 - southeast; 2- northeast
14. Tactics N/S
15. Sound N/S
16. Size N/S
17. Color [illegible]
18. Shape N/S
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs N/S
25. Manner of disappearance N/S
26. Remarks: One object was heading southeast and two others were going northeast.

RESTRICTED

INC FILE #5

Incident # 35

Incident # 5

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 16

1. Date [illegible] 1947
2. Time 1100
3. Location Mt Jefferson, Oregon
4. Name of observer C. J. Bogue
5. Occupation of observer N/S
6. Address of observer Tigard, Oregon
7. Place of observation Near Redmond - ground
8. Number of objects 4
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude N/S
12. Speed N/S
13. Direction of flight N/S
14. Tactics N/S
15. Sound N/S
16. Size N/S
17. Color N/S
18. Shape disc
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs N/S None
25. Manner of disappearance N/S

RESTRICTED

26. Remarks: C. J. Bogue, Tigard reported that four discs flew past Mt Jefferson at about 11 a. m., while he was driving near Redmond.

INC FILE #

16

Ind. Insts 5 - 17 inclusive

From the Oregon Journal – 5 July 1947, Portland, Oregon
(Reference incidents 5, 6, 7, 8 and 9).

Whatever they are, there are more disc-like objects flying around in the sky.

Or else eight (8) Portland area policemen and deputy sheriffs who sighted the objects Friday, numerous private citizens, the crew of a United Air Lines plane over Boise, Idaho, and a Washington man who claims to have photographed one near Seattle, are all wrong.

In Portland, the alert was sent over police radio at 1:05 P. M. Friday, after the East Side Station received a score of calls that the discs were overhead. Within minutes, two prowl cars reported spotting the mystery craft.

[illegible]

First to report in were Patrolmen **Walter Lamb** and **Robert Ellis** in car No. 82, who stopped near Oaks Park. [illegible] civilian pilots, they sighted three of the objects within 30 seconds traveling at great height and speed over the park. They reported they heard no engine noises but saw flashes. The objects seemed erratic and changed direction of flight. The patrolmen agreed that without knowledge of the size of the objects it would be impossible to judge their speed or altitude.

Patrolman **Earl Patterson** in car No. 13 stopped at SE 82nd Avenue and Foster road to [illegible] from where the discs were reported. Telephone calls located them coming out of the sun. He saw nothing, but a few minutes later observed one coming out of the west and heading northeast. The craft seemed to be aluminum or [illegible] white and didn't flash or reflect light, he said.

[illegible]

A former [illegible], he said the object was unlike any plane he'd ever seen. He thought it appeared radio-controlled because the disc could [redacted] at a 90° angle without difficulty.

[illegible] [redacted] harbor patrol at the foot of [illegible] and when they heard the all-car alarm, Capt. K. A. [illegible] and Patrolman [illegible] saw the objects and said they appeared to be going [illegible] at terrific speed. [illegible]

[illegible]

There was a plane in the sky at the time, but all were [illegible] planes.

[illegible] FILE – 16

AIRLINE PILOT CONFIRMS REPORTS OF FLYING DISCS. [illegible]

Circumstantial reports of flying discs in the sky Friday came from the crew of a United Airlines plane over Boise, Idaho, and a coast guardsman near Seattle, as well as from Portland area police and citizens.

R. J. Smith, Captain of the airliner, told United Press that he sighted five "meatballs" which were "dim and smooth on the bottom and rought appearing on top." The objects appeared against the sunset shortly after the plane took off at 8:05 p. m., he said.

"We saw them clearly," he reported. "We followed them in a northwesterly direction for about 15 miles. Finally the objects disappeared. We were unable to tell whether they outsped us or disintegrated.

NOT AIRCRAFT.

"We can't say whether they were cameo-like, oval or anything else," the captain said. "But whatever they were, they were not another aircraft, nor were they meteors or clouds."

In Seattle, Coast Guardsman Frank Rogge, 27, reported to United Press that he snapped a picture from the front porch of his home which a "white cameo" flying over the north end of Lake Washington.

Army News Pictures, New York City, said a 7x5" print of the photograph showed two tiny dots, one of which was a flaw in the print.

Don Metcalfe, 19, Sales Accounant parts company, reported that he saw several objects "like spinning discs" in the sky Friday. He said several pleasfarers, including a women pilot noticed them.

In Vancouver, Wash., Sheriff's Deputies, John Sullivan, Clarence Maley and Fred Erickson heard the Portland police radio broadcast and ran out of the sheriff's office to look at the sky. Over Portland, three to five miles away, Sullivan said, they saw 20 to 30 objects "like a flight of geese". They heard a low humming sound.

OTHERS SIGHTED.

Col. C. E. Dobson, Commander of the [illegible] gave an inspection of this area from the air [illegible] reported here. He said he saw nothing "suspicious".

Only [illegible] military airplanes in the air at the time of the reports were 23 B-29 bombers near Asheville.

FINC - FILE 16

Despite all the reports, at least two persons remained unconvinced of the existence of the discs. Al F. Sanford, Salgate manager, gave his opinion that the objects were cottonwood blossoms.

Earl Bullock, Jr., of 6604 N. Borrego Avenue, telephoned the Journal to berate the newspapers for "perpetrating a hoax". He said he saw objects in the sky about a minute after an airplane passed over his house. To him, the objects looked like bits of aluminum foil, perhaps cigarette wrappers.

MORE SOON LATER.

Several late flights of objects over Portland were reported Friday afternoon. E. A. Brown, 3433 SW Hamden Avenue, said he saw three fly east across the Willamette river near the Ross Island bridge about 2 p. m. that, appearing in the west, they were out of sight in the east in two to four seconds. He said they resembled metallic discs glinting in the sunlight.

Later, he said, he and neighbors saw a single disc-like object flying north far away and very high.

At 4:30 p. m. Mrs. Lawrence J. Bagnard, 6124 NE 21st Ave., reported sighting a disc "like a new dime flipping around" in the air over the Rocky district. She said it seemed to be moving slowly.

PAPER RECOVERED.

Thomas H. Dugan, 1232 NE 59th Avenue, said he sighted two white or silver objects flying southeast high over Portland a few minutes before 5 p. m. He reported another, headed northeast, over his home at 5:30 p. m. 716

G. J. Dugan, Tigard, reported that four discs flew past Mount Jefferson at about 11 a. m., while he was driving near Redmond.

Sherman Cox, 2000 NE 69th Avenue, recovered from Rose City golf course a piece of paper he said had fallen from a great height in the sky. Size of its fall coincided with one of the reports of flying discs. The paper, of low quality, measured 23-1/2 x 36 inches.

SILVERED DISCS, SEEN BY MANY.

EUGENE, July 5 (AP) A Eugene policeman reported Friday he saw silvered discs being dropped out of a light airplane flying over this city.

E. F. Smith, 24 E. Eugene, an railroad worker for the Southern Pacific Railroad, said he was driving on a Eugene street when

INC "FILE"

Incident # 15

A. C. P.	
PRIORITY	
ROUTINE	X
DEFERRED	

TELETYPE MESSAGE

AIR SERVICE COMMAND TELETYPE NETWORK

FROM: AMC

DATE: 30 July 1947

WILLIAM E. ANDERSON
1st Lt., Air Corps
[illegible]

TO: Kenneth Arnold
Box 587
Boise, Idaho

CLASS:

[illegible]-7-47. [illegible] FOUND, [illegible], AND THE ACCOUNT OF UNIDENTIFIED AIRCRAFT [illegible]. [illegible] COPIES FORWARDED INTELLIGENCE WARNINGS FOR INVESTIGATION. [illegible] SERVICE REQUEST PERMISSION TO PRINT EXCERPTS FROM THE REPORT. [illegible] PUBLIC INFORMATION OFFICER, WRIGHT FIELD, IF DEAT. [illegible] PUBLIC INFORMATION OFFICER.

INC FILE 17

17

COORDINATION

C.O.M.C.O.	[illegible]	[illegible]	A.D.T.	[illegible]	[illegible]	OTHER

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

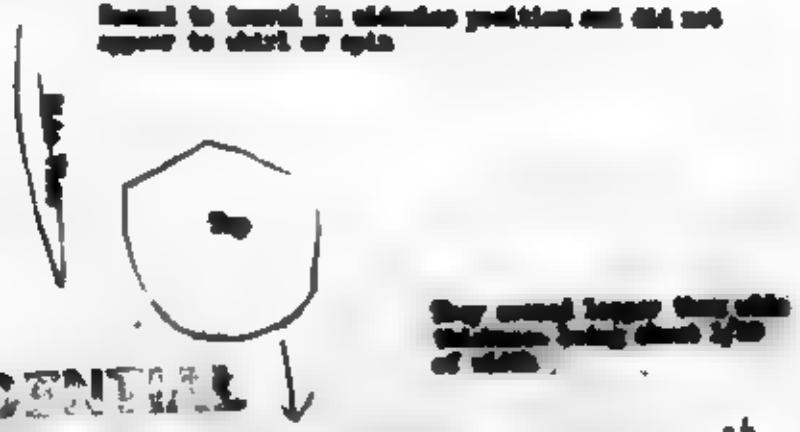
1. Date 24th June 1947 — Incident # 17
2. Time 1500
3. Location Mt. Rainier, Washington
4. Name of observer Kenneth Arnold
5. Occupation of observer Dealer in fire control supplies holds private pilot's license
6. Address of observer Box 387, Boise, Idaho
7. Place of observation Near Mineral, Washington
8. Number of objects 9
9. Distance of object from observer 20 to 25 miles
10. Time in sight 2-1/2 to 3 minutes
11. Altitude 9,500 ft
12. Speed Approx 150 MPH
13. Direction of flight North to South at 170°
14. Tactics Horizontal flight
15. Sound N/S
16. Size Approximately that of DC-3 - 45 to 50 ft
17. Color mirror like
18. Shape Approximately circular
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions CLEAR
23. Effect on clouds N/S
24. Sketches or photographs Sketches
25. Manner of disappearance N/S
26. Remarks: (over)

LINC FILE 17

Pilot Kenneth Arnold was flying his plane at an altitude of approximately 9,200 feet. He turned his plane in direction of Tacoma, Washington which was almost directly east of his position and sat in his plane observing the sky and the mountain. To the left was a DC-4 and to his rear approximately 15 miles distant there was a 14,000 ft elevation. The sky was clear as crystal. A bright flash suddenly reflected on the plane. Upon looking to the left and to the north of Mt. Rainier he observed a chain of 9 peculiar looking craft flying from north to south at approximately 9,500 ft elevation and going seemingly in a definite direction of about 170°. Thought at first they were jet aircraft but noticed that every few seconds 2 or 3 of them would dip or change their course slightly just enough to cause the sun to strike them at an angle which reflected brightly on the plane. As they approached Mt. Rainier he could observe their outlines against the snow quite plainly, but couldn't find any tails. Checked speed and found it to be approximately 1700 MPH. Never before had he observed planes flying so close to mountain tops. They flew directly south to southeast down the hog's back of a mountain range. Pilot thought they were at approximately the same elevation as he was. They flew in rather disjointed chain-like line as if linked together and seemed to hold a definite direction but swerved in and out of the high mountain peaks. Distance which was almost at right angles seemed to be between 20 to 25 miles. Thought they were quite large to be observed at that distance even on a clear day. They seemed smaller than the DC-4 but he judged their span to be as wide as the furthest engines on each side of the fuselage of the DC-4 (85 to 90 ft). The chain seemed to be approximately five miles long.

[illegible] It was the opinion of the agent interviewing Mr. Arnold that he saw the "flying discs". In this report agent further stated that if Mr. Arnold could write a report of such a character and did not see the objects he was in the wrong business and should be engaged in writing Buck Rogers fiction.

The attached is what Kenneth Arnold later produced. See "Saturday" magazine article by Kenneth Arnold.



CONFIDENTIAL

HEADQUARTERS FOURTH AIR FORCE
OFFICE OF THE COMMANDING GENERAL
HAMILTON FIELD, CALIFORNIA

4AFDA
333.6/Ind 3 Gen.

8 SEP 1947

SUBJECT: Investigation of Flying Discs.

TO: Commanding General, Army Air Forces, Washington, D. C.
ATTENTION: AC of AS-2

1. The attached telegram was received by Lt. Col. Springer at Hamilton Field, California, 1 September 1947.

2. Reference is made to Summary of Information forwarded from this headquarters, File 4AFDA 333.6/13 (Gen) 1208-1, dated 27 August 1947. It is the opinion of this headquarters that Mr. Arnold, in all sincerity, will attempt to substantiate his investigation as stated in the attached telegram.

3. Inasmuch as this headquarters has no authority to request a civilian to maintain secrecy, no request will be made to Mr. Arnold with reference to the subject matter.

FOR THE COMMANDING GENERAL:

Major, Air Corps
Acting Asst Adjutant General

1 Incl:
Photostat, telegram
dtd Aug 31. (dup)

CONFIDENTIAL

WESTERN UNION

WUA9 NL PD

CONFIDENTIAL

BOISE IDAHO AUG 31

COLONEL SPRINGER

A-2 OFFICE HAMILTON FIELD CALIF

I HAVE OFFER TO SELL MY DETAILED ACCOUNT OF AN INVESTIGATION OF FLYING DISC THAT TOOK PLACE IN TACOMA WASHINGTON JULY 29 THRU AUGUST 3RD INCLUDING MY MOVIE FILM OF FACTS PERSONS PLACES AND FRAGMENTS INVOLVED UNLESS I RECEIVE DEFINITE WORD TO THE CONTARY FROM A-2 WITHIN FIVE DAYS THIS STORY WILL BE SOON BE PUBLISHED

[redacted]

29 3RD A-2

6563A

CONFIDENTIAL

WUA23 166/169 G EXTRA GOVT DL COLLECT

PENDLETON ORG JUL 12 1953A

COMMANDING GENERAL

WRIGHT FIELD DAYTON OHIO

DEAR SIR: YOU HAVE MY PERMISSION TO QUOTE GIVE OUT OR REPRINT MY WRITTEN ACCOUNT AND REPORT OF NINE STRANGE AIRCRAFT I OBSERVED ON JUNE 24TH IN THE CASCADE MOUNTAINS IN THE STATE OF WASHINGTON. THIS REPORT WAS SENT TO YOU AT REQUEST SOME DAYS AGO. IT IS WITH CONSIDERABLE DISAPPOINTMENT YOU CANNOT GIVE THE EXPLANATION OF THESE AIRCRAFT AS I FELT CERTAIN THEY BELONGED TO OUR GOVERNMENT. THEY HAVE APPARENTLY MEANT NO HARM BUT USED AS AN INSTRUMENT OF DESTRUCTION IN COMBINATION WITH OUR ATOMIC BOMB THE EFFECTS COULD DESTROY LIFE ON OUR PLANET. CAPT SMITH CO-PILOT STEVENS OF UNITED AIR LINES AND MYSELF HAVE COMPARED OUR OBSERVATIONS IN AS MUCH DETAIL AS POSSIBLE AND AGREED WE HAD OBSERVED THE SAME TYPE OF AIRCRAFT AS TO SIZE SHAPE AND FORM. ... WE NOTTAKEN THIS LIGHTLY IT IS TO US OF VERY SERIOUS CONVERN AS WE ARE AS INTERESTED IN THE WELFARE OF OUR COUNTRY AS YOU ARE

KENNETH ARNOLD BOISE IDAHO PILOTS LICENSE 333487.

24 333487.

FINC FILES

As a matter of Record

SOME LIFE DATA ON KENNETH ARNOLD

I was born March 29, 1915 in Sebeka, Minnesota. My father's name was Edward Erb Arnold; my mother's maiden name was Bertha E. Barden. I was a resident of Minnesota until I was six years old when my family moved to Scobey, Montana, where they homesteaded. My grandfather, Roland C. Arnold also homesteaded in Scobey, Montana, and became quite prominent in political circles along with Burton K. Wheeler, the famous Montana senator.

I went to grade school and high school at Minot, North Dakota. I entered scouting at twelve years of age and achieved the rank of Eagle scout before I was fourteen. My former scout executive was H. H. Prescott, now a regional commissioner for the Boy Scouts in Kansas City, Kansas.

As a boy, I was interested in athletics and was selected as an all-state end in 1932 and 1933 in the state of North Dakota. I entered the U. S. Olympic trials in fancy diving in 1932; I was a Red Cross Life Saving Examiner during the years of 1932, '33 and '34. I taught swimming and diving at scout camps and the municipal pool in Minot, North Dakota. I went to the University of Minnesota, where I swam and did fancy diving under Nails Thorpe, and also played football under [redacted] Bierman, but upon entering college I was unable to continue my football career because of an injured knee. My high school football coach was Glenn L. Jarrett, who is now the head football coach of the University of North Dakota. I had little or no finances, and my ambition in furthering my education in college

was through my athletics. As a boy in Minot, North Dakota, I did a good deal of dog sled racing, placing first with my dog in 1930 in the Lions Club Dog Derby.

In 1938 I went to work for Red Comet, Inc. of Littleton, Colorado, a manufacturer of automatic fire fighting apparatus. In 1939 I was made district manager for them over a part of the western states, and in 1940 I established my own fire control supply known as the Great Western Fire Control Supply. I have been working as an independent fire control engineer since, and I handle, distribute, sell and install all types of automatic and manual fire fighting equipment in the rural areas over five western states.

My flying experience started as a boy in Minot, North Dakota, where I took my first flying lesson from Earl T. Vance, who was originally from Great Falls, Montana. Due to the high cost at that time, I was unable to continue my flying and did not fly of any great consequence until 1943. I was given my pilot certificate by Ed Leach, a senior CAA inspector of Portland, Oregon, and for the last three years have owned my own airplane covering my entire territory with same and flying from forty to one hundred hours per month since. Due to the fact that I use an airplane entirely in my work, in January of this year I purchased a new Callair airplane, which is an airplane designed for high altitude take-offs and short rough field usage.

In the type of flying I do, it takes a great deal of

#2

practice and judgment to be able to land in most any cow pasture and get out without injuring your airplane; the runways are very limited and the altitude is very high in some of the fields and places I have to go in my work. To date, I have landed in 885 cow pastures in mountain meadows, and in over a thousand hours a flat tire has been my greatest mishap.

Incident
SAF 1208 I
16 July 1947

MEMORANDUM FOR THE EDITOR IN CHIEF:

1. On 17 July 1947, a call was made at the newspaper office of the "Idaho Daily Statesman", Boise, Idaho. The criticism editor of the paper, Mr. David M. Johnson, was interviewed in regard to how well he knew Mr. Kenneth Arnold of Boise, Idaho, and as to the credibility of any statement made by Mr. Arnold. The purpose of this interview was an attempt to verify statements made by Mr. Kenneth Arnold on 26 June 1947, to various national news services to the effect that he, Mr. Arnold, had seen 9 objects flying in the air above the Cascade Mountain Range of Washington. These objects were subsequently referred to as flying saucers or flying discs and will here-in-after be referred to as such in this report. Mr. Johnson stated that he had known Mr. Arnold for quite a period of time, having had relations with Mr. Arnold on various occasions, due to the fact that both he, Mr. Johnson, and Mr. Arnold were private fliers and frequently got together to talk shop. Mr. Johnson stated that as far as he was concerned anything Mr. Arnold said could be taken very seriously and that he, Mr. Johnson, actually believed that Mr. Arnold had seen the aforementioned flying discs. Mr. Johnson stated that after Mr. Arnold reported having seen the flying discs, that the editor of the paper had assigned him, Mr. Johnson, the assignment of taking the airplane belonging to the newspaper and exhausting all efforts to prove or disprove the probability of flying discs having been seen in the northwest area. The results of this assignment to Mr. Johnson and what he subsequently saw is set forth in a sworn statement signed by Mr. Johnson attached to this report as Exhibit 1.

ADMIN'S NOTES: Mr. Johnson is a man of approximately 33 to 35 years of age. From all appearances he is a very reserved type of person. Mr. Johnson has logged 2500 hours of flying time in various types of airplanes up to and including multi-engine aircraft. During part of the war years, Mr. Johnson was the first pilot of a B-29 type aircraft being assigned to the Twentieth USAAF and stationed on Tinian Island, in the Pacific. It is the personal opinion of the interviewer that Mr. Johnson actually saw what he states that he saw in the attached report. It is also the opinion of the interviewer that Mr. Johnson would have much more to lose than gain and would have to be very strongly convinced that he actually saw something before he would report such an incident that open himself for the ridicule that would accompany such a report.

1 Incl. Exhibit "A" — Statement of David M. Johnson

FRANK M. [illegible], S/A, CIC 9th AF

17

[redacted]

[redacted]

[redacted]

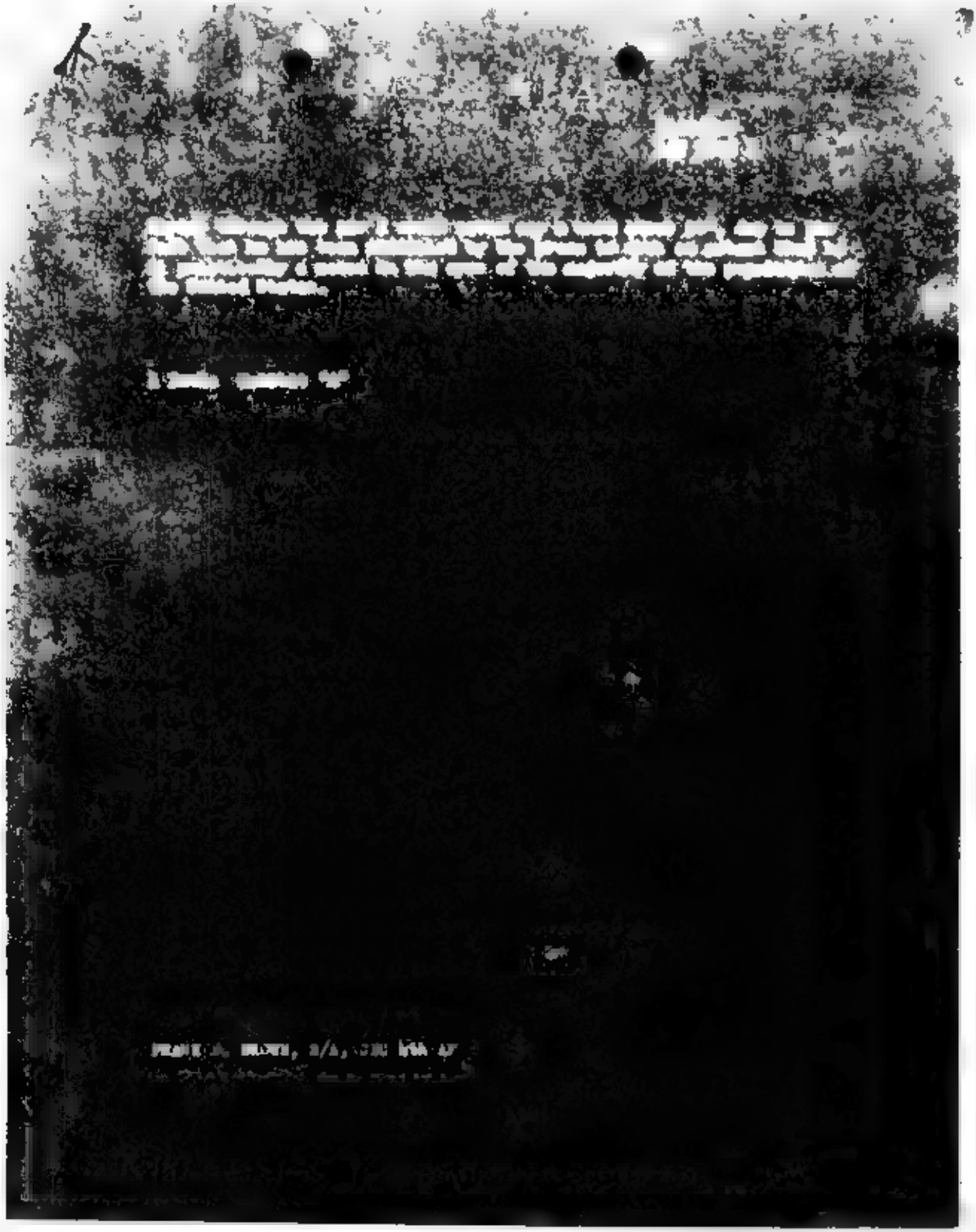
[redacted]

1. On 12 July 1947, Mr. Kenneth Arnold, Box 987, Boise, Idaho, was interviewed in regard to the report by Mr. Arnold that he saw 9 strange objects flying over the Cascade Mountain Range of Washington State on July 25th. Mr. Arnold voluntarily agreed to give the interviewer a written report of exactly what he had seen on the above mentioned date. The written report of Mr. Arnold is attached to this report as Exhibit A.

[redacted]

[redacted] Mr. Arnold is a man of 32 years of age, being married and the father of two children. He is well thought of in the community in which he lives, being very much the family man and from all appearances a very good provider for his family. Mr. Arnold has recently purchased a home on the outskirts of Boise, recently purchased a $5,000 airplane in which to conduct his business to the extent of which is explained in the attached exhibit. It is the personal opinion of the interviewer that Mr. Arnold actually saw what he stated that he saw. It is difficult to believe that a man of Mr. Arnold's character and apparent integrity would state that he saw objects and write up a report to the extent that he did if he did not see them. To go further, if Mr. Arnold can write a report of the character that he did while not having seen the objects that he claimed he saw, it is the opinion of the interviewer that Mr. Arnold is in the wrong business, that he should be writing Buck Rogers fiction. Mr. Arnold is very outspoken and somewhat bitter in his opinions of the leaders of the U.S. Army Air Forces and the Federal Bureau of Investigation for not having made an investigation of this matter sooner. To put all of the statements made by Mr. Arnold in this report would make it a voluminous volume. However, after having checked an aeronautical map of the area over which Mr. Arnold claims that he saw the objects it was determined that all statements made by Mr. Arnold in regard to the distances involved, speed of the objects, course of the objects and size of the objects, could very possibly be facts. The distances mentioned by Mr. Arnold in his report are within a short distance of the actual distances on aeronautical charts of this area, although Mr. Arnold has never consulted aeronautical charts of the type the Army uses. Mr. Arnold stated that his business had suffered greatly since his report on July 25 due to the fact that at every step on his business routes, large crowds of people were waiting to question him as to just what he had seen. Mr. Arnold stated further that if he, at any time in the future, sees anything in the sky, to quote Mr. Arnold directly, "if I see a ten story building

[redacted]



By Kenneth Arnold

The following story of what I observed over the Cascade mountains, as impossible as it may seem, is positively true. I never asked nor wanted any notoriety for just accidently being in the right spot at the right time to observe what I did. I reported something that I know any pilot would have reported. I don't think that in any way my observation was due to any sensivity of eye sight or judgment than what is considered normal for any pilot.

On June 24th, Tuesday, 1947, I had finished my work for the Central Air Service at Chehalis, Washington, and at about two o'clock I took off from Chehalis, Washington, airport with the intention of going to Yakima, Washington. My trip was delayed for an hour to search for a large marine transport that supposedly went down near or around the southwest side of Mt. Rainier in the state of Washington and to date has never been found.

I flew directly toward Mt. Rainier afterreaching an altitude of about 9,500 feet, which is the approximate elevation of the high plateau from which Mt. Rainier rises. I had made one sweep of this high plateau to the westward, searching all of the various ridges for this marine ship and flew to the west down and near the ridge side of the canyon where Ashford, Washington, is located.

Unable to see anything that looked like the lost ship, I made a 360 degree turn to the right and above the little city of Mineral, starting again toward Mt. Rainier. I climbed back up to an altitude of approximately 9,200 feet.

The air was so smooth that day that it was a real pleasure flying and, as most pilots do when the air is smooth and they are flying at a higher altitude, I trimmed out my airplane in the direction of Yakima, Washington, which was almost directly East of my position and simply sat in my plane observing the sky and the terrain.

There was a DC-4 to the left and to the rear of me approximately fifteen miles distance, and I should judge, a 14,000 foot elevation. Heading north along the Cascade Range.

The sky and air was as clear as crystal. I hadn't flown more than two or three minutes on my course when a bright flash reflected on my airplane. It startled me as I thought I was too close to some other aircraft. I looked every place in the sky and couldn't find where the reflection had come from until I looked to the left and the north of Mt. Rainier where I observed a chain of nine peculiar looking aircraft flying from north to south at approximately 9,500 foot elevation and going, seemingly, in a definite direction of about 170 degrees.

They were approaching Mt. Rainier very rapidly, and I merely assumed they were jet planes. Anyhow, I discovered that this was where the reflection had come from, as two or three of them every few seconds would dip or change their course

slightly, just enough for the sun to strike them at an angle that reflected brightly on my plane.

These objects being quite far away, I was unable for a few seconds to make out their shape or their formation. Very shortly they approached Mt. Rainier, and I observed their outline against the snow quite plainly.

I thought it was very peculiar that I couldn't find their tails but assumed they were some type of jet plane. I was determined to clock their speed, as I had two definite points (mountain) I could clock them by; the air was so clear that it was very easy to see objects and determine their approximate shape and size at almost fifty miles that day.

I remember distinctly that my sweep second hand on my eight day clock, which is located on my instrument panel, read one minute to 3 P.M. as the first object of this formation passed the southern edge of Mt. Rainier. I watched these objects with great interest as I had never before observed airplanes flying so close to the mountain tops, flying directly south to south-east down the hog's back of a mountain range. I would estimate their elevation could have varied a thousand feet one way or another up or down, but they were pretty much on the horizon to me which would indicate they were near the same elevation as I was.

They flew like many times I have observed geese to fly in a rather diagonal chain-like line as if they were linked together. They seemed to hold a definite direction but rather swerved in and out of the high mountain peaks. Their speed at the time

did not impress me particularly, because I knew that our army and air forces had planes that went very fast.

What kept bothering me as I watched them flip and flash in the sun right along their path was the fact that I couldn't make out any tail on them, and I am sure that any pilot would justify more than a second look at such a plane.

I observed them quite plainly, and I estimate my distance from them, which was almost at right angles, to be between twenty to twenty-five miles. I know they must be very large to observe their shape at that distance, even on as clear a day as it was that Tuesday. In fact I compared a zeus fastener or cowling tool I had in my pocket with them - holding it up on them and holding it up on the DC-4 - that I could observe at quite a distance to my left, and they seemed smaller than the DC-4; but, I should judge their span would have been as wide as the furtherest engines on each side of the fuselage of the DC-4.

The more I observed these objects, the more upset I became, as I am accustomed and familiar with most all objects flying whether I am close to the ground or at higher altitudes. I observed the chain of these objects passing another high snow-covered ridge in between Mt. Rainier and Mt. Adams, and as the first one was passing the south crest of this ridge the last object was entering the northern crest of the ridge.

As I was flying in the direction of this particular ridge,

I measured (later) it and found it to be approximately five miles long so I could safely assume that the chain of these saucer like objects were at least five miles long. I could quite accurately determine their pathway due to the fact that there were several high peaks that were a little this side of them as well as higher peaks on the other side of their pathway.

As the last unit of this formation passed the northernmost high snow-covered crest of Mt. Adams, I looked at my sweep second hand and it showed that they had travelled the distance in one minute and forty-two seconds. Even at the time this timing did not upset me as I felt confident after I would land there would be some explanation of what I saw.

A number of news men and experts suggested that I might have been seeing reflections or even a mirage. This I know to be absolutely false, as I observed these objects not only through the glass of my airplane but turned my airplane sideways where I could open my window and observe them with a completely unobstructed view.

Even though two minutes seems like a very short time to one on the ground, in the air in two minutes time a pilot can observe a great many things and anything within his sight of vision probably as many as fifty or sixty times.

I continued my search for the marine plane for another fifteen or twenty minutes and while searching for this marine plane, what I had just observed kept going through my mind. I became more disturbed, so after taking a last look at Tieton Reservoir I headed for Yakima.

I might add that my complete observation of these objects, which I could even follow by their flashes as they passed Mt. Adams, was around two and one-half or three minutes -- although, by the time they reached Mt. Adams they were out of my range of vision as far as determining shape or form. Of course, when the sun reflected from one or two or three of these units, they appeared to be completely round; but, I am making a drawing to the best of my ability, which I am including, as to the shape I observed these objects to be as they passed the snow covered ridges as well as Mt. Rainier.

When these objects were flying approximately straight and level, they were just a black thin line and when they flipped was the only time I could get a judgment as to their size.

These objects were hiding an almost constant elevation; they did not seem to be going up or to be coming down, such as would be the case of rockets or artillery shells. I am convinced in my own mind that they were some type of airplane, even though they didn't conform with the many aspects of the conventional type of planes that I know.

Although these objects have been reported by many other observers throughout the United States, there have been six or seven other accounts written by some of these observers that I can truthfully say must have observed the same thing that I did; particularly, the descriptions of the three Western Air Lines employees, the gentleman from Oklahoma City and the pilot.

locomotive engineer in Illinois. also Cliff Smith and he what stevens and many marriage of United Airlines Dale work

[redacted] descriptions could not be very accurate taken from the ground unless these saucer-like disks were at quite a great height and there is a possibility that all of the people who observed peculiar objects could have seen the same thing I did; but, it would have been very difficult from the ground to observe these for more than four or five seconds, and there is always the possibility of atmospheric moisture and dust near the ground which could distort one's vision.

I have in my possession letters from all over the United States and people who profess that these objects have been observed over other portions of the world, principally Sweden, Bermuda, and California.

I would have given almost anything that day to have had a movie camera with a telephoto lens and from now on I will never be without one -- but, to continue further with my story. When I landed at the Yakima, Washington, airport I described what I had seen to my very good friend, Al Baxter, who listened patiently and was very courteous but in a joking way didn't believe me.

I did not accurately measure the distance between these two mountains until I landed at Pendleton, Oregon, that same day where I told a number of pilot friends of mine what I had observed and they did not scoff or laugh but suggested they might be guided missiles or something new. In fact several former Army pilots informed me that they had been briefed before going into combat overseas that they might see objects of similar shape and design as I described and assured me that I wasn't

dreaming or going crazy.

I quote Sonny Robinson, a former Army Air Forces pilot who is now operating dusting operations at Pendleton, Oregon, "What you observed, I am convinced, is some type of jet or rocket propelled ship that is in the process of being tested by our government or even it could possibly be by some foreign government".

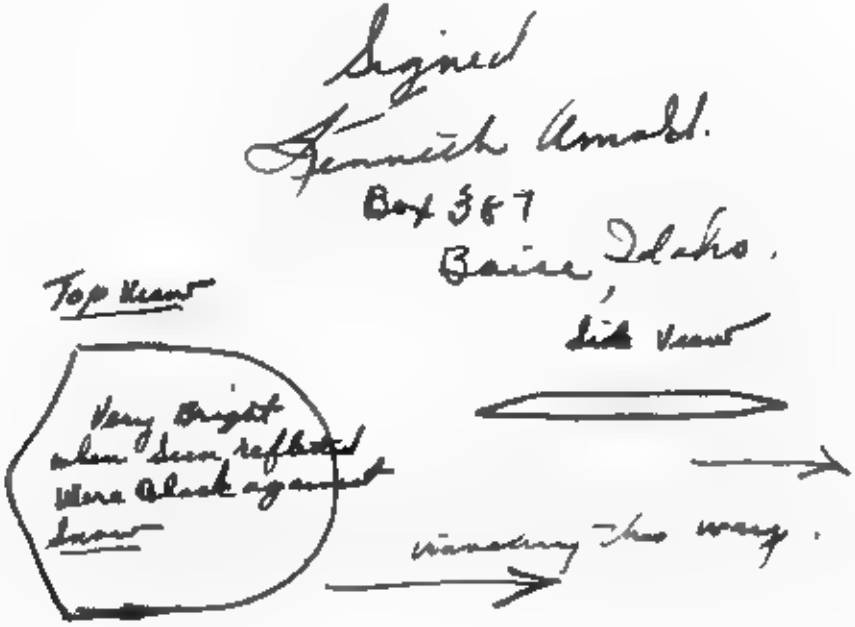
Anyhow, the news that I had observed these spread very rapidly and before the night was over I was receiving telephone calls from all parts of the world; and, to date I have not received one telephone call or one letter of scoffing or disbelief. The only disbelief that I know of was what was printed in the papers.

I look at this whole ordeal as not something funny as some people have made it out to be. To me it is mighty serious and since I evidently did observe something that at least Mr. John Doe on the street corner or Pete Andrews on the ranch has never heard about, is no reason that it does not exist. Even though I openly invited an investigation by the Army and the FBI as to the authenticity of my story or a mental or a physical examination as to my capabilities, I have received no interest from these two important protective forces of our country; I will go so far as to assume that any report I gave to the United and Associated Press and over the radio on two different occasions which apparently set the nation buzzing, if our Military Intelligence was not aware of what I observed, they would be the very first people that I could expect as visitors.

I have received lots of requests from people who told me to make a lot of wild guesses. I have based what I have written here in this article on positive facts and as far as guessing what it was I observed, it is just as much a mystery to me as it is to the rest of the world.

My pilot's license is 335487. I fly a Callair airplane; it is a three-place single engine land ship that is designed and manufactured at Afton, Wyoming as an extremely high performance, high altitude airplane that was made for mountain work. The national certificate of my plane is 33355.

Signed
Kenneth Arnold.
Box 367
Baise, Idaho.



(Associated Press Wirephoto)

Kenneth Arnold, businessman flyer, holds camera at Boise, Idaho, airport where he described seeing flying discs over Cascade Mountains in Washington. He didn't get any pictures.

Who Has the Saucer?

40 States Join Game

(The Associated Press)

The game of spotting flying saucers broadened yesterday to include Massachusetts and Vermont, as stories about the discs continued to swirl fully as rapidly as the objects themselves.

(Associated Press Wirephoto)

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TIMES, THURSDAY, JUNE 26, 1947

'Flying Pies' Stir Skepticism

Army, CAA Officials Unable to Explain Whizzing, Mysterious Objects

Pendleton, Ore.—(AP) Army and CAA spokesmen expressed skepticism today over a report of nine mysterious objects—big as airplanes—whizzing over Western Washington at 1,200 miles an hour.

Kenneth Arnold, a flying Boise, Idaho, businessman who reported seeing them, clung, however, to his story of the "flying" objects, each as big as a DC-4 passenger plane, racing over Washington's Cascade Mountains with a peculiar wavering motion "like the tail of a kite."

An Army spokesman in Washington, D. C., commented, "as far as we know, nothing flies that fast except a V-2 rocket, which travels at about 3,500 miles an hour—and that's too fast to be seen."

The spokesman added that the V-2 rockets would not resemble the objects reported by Arnold, and that no high-speed experimental tests were being made in the area where Arnold said the objects were.

A Civil Aeronautics Administration inspector in Portland, Ore., added, "I rather doubt that anything would be traveling that fast."

Arnold described the objects as "flat like a pie-pan," and so shiny that they reflected the sun like a mirror.

He said he was flying east at 2:50 p. m. two days ago toward Mt. Rainier when they appeared directly in front of him 25-30 miles away at 10,000 feet altitude.

By his plane's clock he timed them at 1:42 minutes for the 47 miles from Mt. Rainier to Mt. Adams. Arnold said, adding that he later figured by triangulation that their speed was 1,200 miles an hour.

"I could be wrong by 200 or 300 miles an hour," he admitted, "but I know I never saw anything so fast."

He said at first he thought they were geese but quickly saw they were too big—as big as a DC-4 that was about 20 miles away he said. The DC-4 pilot reported nothing unusual sighted. Then Arnold said he thought of jet planes and started to check them, "but their motion was wrong for jet jobs."

"I guess I don't know what they were—unless they were guided missiles," said Arnold, who continued here on a business trip.

Reaction to His Story of Flyt Sources Center Idaho Businessman to Another

PENDLETON, Ore., June 27.—Kenneth Arnold said Friday he would like to pin on one of his 1,000-mile-an-hour "flying saucers" and escape from the furore caused by his story of mysterious aircraft flashing over southern Washington.

"I haven't had a moment of peace since I first told the story," the 32-year-old Boise, Idaho, businessman-pilot sighed.

He said a president called him from Texas and informed him that the strange objects Arnold claimed to have seen hurtling through the sunset actually were harbingers of doomsday.

Arnold said he didn't get the president's name during their phone conversation, but the caller said he was getting his shots "ready for the end of this world."

That was unnerving, according to Arnold, but it wasn't half as disconcerting as the episode in a Pendleton cafe.

Arnold said a woman rushed in, took one look at him and then started out shrieking "there's the man who saw the men from Mars." She rushed out of the eating place "wishing that she would have to do something for the children," Arnold added with a shudder.

Arnold, a representative of a fire control equipment firm, startled the country Thursday by reporting he had seen nine shiny round objects skimming through the sky in formation between Mt. Rainier, Wash., and Mt. Adams. Arnold said he was able to clock them with the stop watch on his own plane's instrument panel. He said they were speeding off a mile 1,200 m. p. h.

"This whole thing has taken out of hand," Arnold said. "I want to talk to the FBI or somebody.

"Half the people I say look at me as a combination Elizabeth Finch Garden and Sherlock Holmes, I wonder who say who look at Idaho potatoes."

But all the laughs and hysterics haven't rattled Arnold to change his mind or back down. He doesn't care if the objects he saw were

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THE DAYTON DAILY NEWS
SECOND SECTION

THURSDAY, JUNE 26, 1947 PAGE 11

Fast "Flying Pie-Pans" Stump Army CAA Men

PENDLETON, Ore., June 26. —(AP)—Army and CAA spokesmen expressed skepticism today over a report of nine mysterious objects—big as airplanes—whizzing over western Washington at 1200 miles an hour.

Kenneth Arnold, a flying Boise, Idaho, businessman who reported seeing them, clung, however, to his story of the shiny, flat objects, each as big as a DC-4 passenger plane, racing over Washington's Cascade mountains with a peculiar weaving motion "like the tail of a kite."

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Then Arnold said he thought of jet planes and started to clock them. "But their motion was wrong for jet jobs."

"I guess I don't know what they were—unless they were guided missiles," said Arnold, who continued home on a business trip.

Jewell

17

Incident # 17

Incident # 18

UNIDENTIFIED FLYING OBJECTS

INCIDENT NO. 18 TIME (No. Day. Hr) _____

1. Organization (official source of information) . . . . . .

a. File Number . . . . . .

b. Date of File . . 20, Sept 47. . . . . .

c. Agent . . . . . .

2. Sighting (country). . Canada. . . . . .

a. Location . . . . Toronto . . . 43°40'N . 79°24'W . . . . .

b. Time . . . . . .

c. Weather . . . . . Clear . . . . . .

3. Reported by . . . Raymond Johnson and Jim Harrison . . . . . .

4. Witnesses . . . . . .

5. Photographs . . . . . .

6. Sketches . . . . . .

7. Object Sighted:

a. Number . . . . . one . . . . . .

b. Shape . . . . . ball . . . . . .

c. Size . . . . . not stated . . . . . .

d. Color . . . . . yellow . . . . . .

e. Speed . . . . . not stated . . . . . .

f. Maneuvers . . . . horizontal flight . . . . . .

g. Altitude . . . . not stated . . . . . .

h. Heading . . . . . seen over west end of Toronto . . . . . .

i. Sound . . . . . not stated . . . . . .

j. Exhaust Trail . . tail streaming out behind it like vapor behind airplane on sleety day . . . . . .

k. Effect on Clouds . . . . . .

REMARKS:

[redacted]

Toronto, Canada

as reported by Reynaud Johnson & Jim Harrison determined to be true

SECRET

INC FILE R

18

SECRET

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON, D. C.

AFCIR-CB-5

4 MAR 1948

SUBJECT: Flying Discs

TO: Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio
ATTN: TSDIN

Attached report from Military Air Attache, Canada, closes the incident reported by Johnson and Harrison.

BY COMMAND OF THE CHIEF OF STAFF:

Douglas M. Lieberman

1 Incl.
MAA Canada Rpt.
dtd 2 Feb 48

[illegible]
Lt. Col. [illegible] A.F.
Executive, [illegible] Intelligence Requirements Div.
Directorate of Intelligence

INC FILE IN

SECRET

T-[illegible]40/8

Incident # 18

CONFIDENTIAL

TSNAD-28

INTAD-22/AGI/[illegible]

"Flying Discs"

Chief of Staff
United States Air Force
Washington 25, D. C.
ATTN: AC/AS-2
Lt Col George Garrett

1. Inclosed statement by Mr. S. C. Britton, regarding his sighting strange aircraft in the vicinity of Dayton, Ohio, is submitted for information and review.

2. A check of military aircraft operating in this area at the time the incident took place indicates that the objects seen are still unidentified.

3. An investigation indicates that Mr. Britton's testimony should be considered reliable. Objects seen could very likely be connected with the "Flying Disc" incident.

4. No further action will be taken unless requested by Headquarters, AC/AS-2.

FOR THE COMMANDING GENERAL:

1 Incl
Statement (2)

R. W. McCOY
Colonel, Air Corps
Chief of Intelligence
Intelligence Department

CONFIDENTIAL

Statement by Mr. L. C. Britton, Sr., of Dayton, Ohio, regarding sighting of an unidentified aircraft, Monday, 20 October 1947.

Mr. Britton's sighting was broadcast over the local Dayton station, "WIND", at 0730 Tuesday morning and was also reported in both Dayton newspapers, the Herald and the News, Tuesday, 21 October 1947.

Mr. A. C. Loveding of Analysis Division, Intelligence Department, Headquarters, Air Material Command, Wright Field, Dayton, Ohio, who is project engineer for unidentified flying objects attempted to contact Mr. Britton by telephone on Tuesday evening but was unsuccessful. However, an appointment was made by telephone early Wednesday morning to meet Mr. Britton at his home around noon the same day. The statements made by Mr. Britton during this interview are as follows:

"At approximately 1200 Eastern Standard time Monday, 20 October 1947, we were strolling in my orchard in a Easterly direction with my grandson, [illegible] Britton, III. Suddenly the little fellow exclaimed, 'Look Grandpa the funny flying fishes in the sky.' Looking up I observed two strange-looking aircraft. They were flying very fast in a very straight course from West to East, but slightly to the North. The sun was to my right and the sky was cloudless which seemed to make the objects reflect the sunlight rather brilliantly. As a result, the shape was not clearly evident but they distinctly did not have wings and they looked like cigars, that is, they were much longer than they were wide. They were flying together. The object was to the rear and about one city block apart and to the right of the leading plane. They did not dip nor veer from a straight flight in any manner. They seemed to be very high but I could not judge the altitude exactly except that they were at least one mile high and could have been five miles high. There was no noise nor sound of any kind. The trail or exhaust was very unusual and seemed like a slight trace of steam that seemed attached to the airplane and which disappeared immediately. It did not persist in the air like vapor trails nor like exhaust from ordinary airplanes and jet aircraft of which I am very familiar having lived in the same house for the past twenty-two years and viewing airplanes almost daily that fly over my property. I am in very good health, active, and my eyes are also considered good even though I am fifty-eight years old.

I know that what I saw was real. They were not meteors, birds, nor ordinary aircraft. I was so surprised and certain that the objects were strange that I felt duty-bound to make some sort of official report. Therefore, I immediately dialed the Herald Newspaper and told them what I had seen. I was not seeking publicity, and only thought that was the best and quickest way of making an official report.

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I was born and raised in Dayton and have been living at my present residence for the past twenty-two years, which is approximately six miles due South from the center of Dayton, and will invite anybody to check on my social standing and character."

Signed

S. C. Britton, Sr.
[redacted]vid Road
Montgomery County
[redacted] Perry Township,
Dayton, Ohio

Sworn to and subscribed before me at Dayton, Ohio this 23rd day of October, 1947.

Signed

Edith W. Davis
Notary Public in and for
Montgomery County, Ohio
My Commission expires
25 July 1949.

CONFIDENTIAL

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 19

1. Date 2 Oct 47
2. Time 1120
3. Location David Road, Dayton, Ohio
4. Name of observer ~~Sgt~~ S. C. Britton
5. Occupation of observer ~~[illegible]~~ N/S
6. Address of observer David Road, Dayton
7. Place of observation ground - David Road, Dayton
8. Number of objects 2
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude [illegible]
12. Speed Very fast
13. Direction of flight West to East but slightly to the North
14. Tactics One object followed the other about a city block apart
15. Sound None
16. Size N/S
17. Color Reflected light
18. Shape like cigar
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails like a slight trace of steam
22. Weather conditions CAVU
23. Effect on clouds N/S - no clouds
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: (over)

CONFIDENTIAL

37 17

[illegible] strolling in his orchard in an [illegible] direction when his grandson [illegible] his attention to "[illegible] flying fishes in the sky" looking up he saw 2 strange looking craft fly [illegible] very fast in a very straight course from West to East but [illegible] to the North. The sun was to observer's right and the sky cloudless [illegible] the objects reflect the sun[illegible] very brilliantly. As a result the shape was not clearly evident [illegible] distinctly observed that they did not have wings and they looked like [illegible] were wide. They were flying together, one object [illegible] about one city block [illegible] to the right of the leading [illegible]. [illegible] very fast [illegible] in any manner. [illegible] very [illegible] observer could not judge this exact that they were at least a mile [illegible] possibly [illegible] high. There were no noise nor sound of any kind. The trail or exhaust was very unusual and [illegible] like a slight trace of steam [illegible] the plane which disappeared [illegible]. It did not result in the air like vapor trails [illegible] exhaust from ordinary planes and jet aircraft. [illegible] with aircraft since they fly over is properly [illegible]. [illegible] believe that they were not meteors, birds nor ordinary aircraft.

NOTE: Subsequent investigation by this Ind indicates that Mr. Britton's testimony should be considered reliable. The objects seen are not yet identified.

2 Bright Streaks Against Sun Replace Flying Saucers Here

Hold your hats, folks . . . here we go again!

It's those strange things flitting through the heavens again. However, this time they aren't on nocturnal flights, casting eerie glows against night skies.

They are right out in open daylight and, according to R. C. Britton, who lives out on David road, here in Dayton. "The darn things don't look like anything I've ever seen before.

It seems that Britton and his visiting five-year-old grandson, Steve Britton, of Bartlesville, Okla., were sitting across the Britton orchard at 1:00 p. m. yesterday when the lad's eyes popped wide open as he pointed heavenward.

"Look, grandpop," the youngster exclaimed, pointing a tiny finger to the skies.

Grandpaw Britton looked, then called The Journal.

"I guess people should keep their mouths shut when they see these things," he said. "the people'll think they're crazy. But these things sure do not resemble anything I've seen before, and I've seen nearly everything that flies winging around here.

"There were two bright streaks giving off a big glow against the sun. They didn't seem to have wings, and they weren't round. I don't know what they were."

Steve agreed with his grandpop. And he should know planes, he says, because his dad is Maj. R. C. Britton Jr., a combination engineer, now doing a two-week active duty trick at Wright Field.

A check at Wright Field could throw no light on the mystery. So, all we can do is wonder.

CONFIDENTIAL

Statement by Mr. A. C. Britton, Sr., of Dayton, Ohio, regarding sighting of an unidentified aircraft, Monday, 20 October 1947.

Mr. Britton's sighting was broadcast over the local Dayton station, "WING", at 0730 Tuesday morning and was also reported in both Dayton newspapers, the Herald and the News, Tuesday, 21 October 1947.

Mr. A. C. Loedding of Analysis Division, Intelligence Department, headquarters, Air Material Command, Wright Field, Dayton, Ohio, who is project engineer for unidentified flying objects attempted to contact Mr. Britton by telephone on Tuesday evening but was unsuccessful. However, an appointment was made by telephone early Wednesday morning to meet Mr. Britton at his home around noon the same day. The statements made by Mr. Britton during this interview are as follows:

"At approximately 1330 Eastern Standard time Monday, 20 October 1947, I was strolling in my orchard in a Easterly direction with my grandson, A. C. Britton, III. Suddenly the little fellow exclaimed, 'Look Grandpa the funny flying fishes in the sky.' Looking up I observed two strange-looking aircraft. They were flying very fast in a very straight course from West to East, but slightly to the North. The sun was to my right and the sky was cloudless which seemed to make the objects reflect the sunlight rather brilliantly. As a result, the shape was not clearly evident but they distinctly did not have wings and they looked like cigars, that is; they were much longer than they were wide. They were flying together. One object was to the rear and about one city block apart and to the right of the leading plane. They did not dip nor veer from a straight flight in any manner. They seemed to be very high but I could not judge the altitude exactly except that they were at least one mile high and could have been five miles high. There was no noise nor sound of any kind. The trail or exhaust was very unusual and seemed like a slight trace of steam that seemed attached to the airplane and which disappeared immediately. It did not persist in the air like vapor trails nor like exhaust from ordinary airplanes and jet aircraft of which I am very familiar having lived in the same house for the past twenty-two years and viewing airplanes almost daily that fly over my property. I am in very good health, active, and my eyes are also considered good even though I am fifty-eight years old.

I know that what I saw was real. They were not meteors, birds, nor ordinary aircraft. I was so surprised and certain that the objects were strange that I felt duty-bound to make some sort of official report. Therefore, I immediately called the Herald Newspaper and told them what I had seen. I was not seeking publicity, and only thought that was the best and quickest way of making an official report.

CONFIDENTIAL

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I was born and raised in Dayton and have been living at my present residence for the past twenty-two years, which is approximately six miles due South from the center of Dayton, and will invite anybody to check on my social standing and character.

S. C. Britton Signed
S. C. Britton, Sr.
David Road
Montgomery County
Van Buren Township,
Dayton, Ohio

Sworn to and subscribed before me at
Dayton, Ohio this 23rd day of October, 1947.

Edith W. Gavin Signed
Edith W. Gavin
Notary Public in and for
Montgomery County, Ohio
My Commission expires
23 July 1948

CONFIDENTIAL

Incident # 20

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 20

1. Date 29 Oct 47
2. Time 1100
3. Location Xenia, Ohio
4. Name of observer Ruth Atkinson
5. Occupation of observer N/S
6. Address of observer R 1, Xenia, Ohio
7. Place of observation Xenia, Ohio
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude 1000 to 1500 ft
12. Speed fast
13. Direction of flight Southwest
14. Tactics straight course
15. Sound None
16. Size 12" in dia.
17. Color Silver
18. Shape round
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: Could not see any propellers or dome which observer thought strange nor was the object making any noise at all.
NOTE: Observer mentions two witnesses

RESTRICTED

19 20

Information Request

Speed - Fast.

Shape - It looked round from this distance.

Size - About 12 in. in diameter

Color - Silver, and it didnot reflect any light.

Altitude - About 1000 to 1500 ft.

Direction - South west.

Time - About 11 A.M.

Date - October 20, 1947

Flight Path - Straight forward.

I could not see any propellers or domes. and I thought it was strange because I see airplanes fly over every day or so and hear the noise, and this object wasnot making any noise at all, and I had never seen any thing

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that looked just like that object did.

Age - 26

Education - High School

Name - Ruth Atkinson.

Witness -

Martha E. White

Marvin E. White

Incident # 20

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 29 June 47 — Incident # 21
2. Time 1645
3. Location Des Moines, Iowa
4. Name of observer Dale Says
5. Occupation of observer Agent of Amazing Stories Magazine
6. Address of observer Box 12, Crocker, Io.
7. Place of observation Not stated
8. Number of objects at first 5, then 13
9. Distance of object from observer Not stated
10. Time in sight Not stated
11. Altitude 1200 ft.
12. Speed 300 mph
13. Direction of flight N.W
14. Tactics single file
15. Sound like an electric motor or dynamo
16. Size about 12 ft. thick / 175 to 250 ft. in diameter
17. Color Dirty white
18. Shape Between circle and oval - inverted saucer
19. Odor detected Not stated
20. Apparent construction Not stated
21. Exhaust trails Not stated
22. Weather conditions Not stated
23. Effect on clouds Not stated
24. Sketches or photographs None
25. Number of disappearances Not stated
26. Remarks: None

FINC FILE 10

RESTRICTED

Accident # [redacted]

Incident # 22

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # [illegible]

1. Date 21 June 1947
2. Time Shortly before noon
3. Location Spokane, Washington
4. Name of observer Guy R. Overman
5. Occupation of observer Not stated
6. Address of observer 621 E. Hoffman Ave., Spokane, Washington
7. Place of observation Spokane, Washington on ground
8. Number of objects one at first. later others more indistinct
9. Distance of object from observer Not stated
10. Time in sight Not stated
11. Altitude 7,000 or 8,000 feet
12. Speed slower than 2 metered plane.
13. Direction of flight South, a little to the west of south
14. Motion Flashed repeatedly as it moved along
15. Sound Not stated
16. Size Quite large
17. Color Shiny - silvery
18. Shape Flasher or disc
19. Odor detected Not stated
20. Apparent construction Flasher or disc
21. Exhaust trails Not stated
22. Weather conditions Not stated
23. Effect on clouds Not stated
24. Sketches or photographs None
25. Manner of disappearance became less distinct but flashed repeatedly.
26. Remarks: (over)

INC FILE 22

RESTRICTED

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On Saturday June [illegible], shortly before [illegible], I was in our yard at home when I happened to glance up at a passing plane. I would say this was a two motored one from one of the navy bases, flying south at about 10,000 or 12,000. feet. On the more glance at the plane a bright shiny flash attracted my attention, coming from approximately two or three thousand feet lower than the plane, but slightly ahead of my line of vision of the plane. My first thought was that the plane had thrown out hand bills, but this could not be as they (the flashes or disks) were ahead of the plane. One thing different then, it seems to me they were not traveling as fast as the plane. We realize to, now, that whatever they were, they must have been quite large, being as plain as the nearest one was, yet so high. And again, they were traveling south against prevailing winds. At least some of the smaller flashes, if not all were as high or higher than the plane, but the nearest one seemed lower, both when it flashed and otherwise, as it did intermittently.

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P Q

621 N. Hoffman Ave.
Spokane, Wash.
July 4th, 1947.

Inc #2

[illegible] Officer,
[illegible] Field,
[illegible], Ohio.

Dear Sir:

Re: Matter of reported 'Flying Disks'.

[illegible] by local paper, information appreciated.

[illegible] June 21st, shortly before noon, I was in our yard at home [illegible] I [illegible] chanced to glance up at a passing plane. I am not too familiar [illegible] various kinds of planes, but I would say this was a two motor-[illegible] of the army bases here, flying south at about 10,000 or [illegible] feet.

[illegible] I [illegible] at the plane, a bright shiny flash attracted my [illegible] attention, [illegible] from approximately two or three thousand feet lower [illegible] the plane, but slightly ahead of my line of vision of the plane.

[illegible] after the flash, I could see a more or less distinct line, [illegible] where the flash had been, only farther south, and as I look-[illegible] I [illegible] aware of other more indistinct flashes, above, ahead, [illegible] first, but so far away that I could see nothing more than [illegible] at the time. The first two, would flash repeatedly as it [illegible].

[illegible] thought was that the plane had thrown out dead bills, but it is [illegible] not be as they (the flashes or disks) were ahead of the plane, [illegible] my wife from in the house, and she saw them as distinctly as [illegible] we wondered what they could be. We realized they could not be [illegible] bills, as they must have been of good size to show so plain from [illegible] it, and again they were all silvery.

[illegible] last seen, they were still traveling south, possibly a little to [illegible] of south, but by this time the plane was ahead of them. In other [illegible], they were to the back of the plane in our line of vision.

[illegible] not more of them until we saw them mentioned in the papers, [illegible] realized we perhaps had seen what others had.

[illegible] different, tho, it seems to me they were not traveling as [illegible] the plane, as will be noticed from the above.

[illegible] to, now, that whatever they were, they must have been quite large, [illegible] the plane as the nearest one was, yet so high. And again, they [illegible] traveling south, against prevailing winds.

[illegible] that one of the smaller 'flashes', if not all were as high or [illegible] the plane, but the nearest one seemed lower, both when it [illegible] and otherwise, as it did intermittently.

[illegible] to [illegible] if any of some use.

Respectfully Guy R. Sherman

P.S. Haven't heard of anyone else in, or near Spokane reporting or this. G.R.S.

FINC FILE 2a

Incident # 22

Figure 4 25

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 30 June 1947 Incident # 25
2. Time 5:45 PM approximately
3. Location Boise, Idaho
4. Name of observer Angelo Donofrio
5. Occupation of observer Not stated
6. Address of observer 517 East Bannock Street, Boise, Idaho
7. Place of observation Boise, Idaho traveling west to Plantation Golf Course
8. Number of objects 1
9. Distance of object from observer 10 miles
10. Time in sight few minutes
11. Altitude 3,000 feet
12. Speed Stationary
13. Direction of flight Stationary
14. Tactics None
15. Sound Not stated
16. Size Not stated
17. Color Bright and silvery
18. Shape Half circled
19. Odor detected Not Stated
20. Apparent construction Looked like a mirror in the sun
21. Exhaust trails Not stated
22. Weather conditions Not stated
23. Effect on clouds Seemed to be clinging to a huge cloud
24. Sketches or photographs None
25. Manner of disappearance Not Stated
26. Remarks: (over)

INC FILE 25

RESTRICTED

RESTRICTED

An object was seen in this locality on 30 June 1947. The hour was approximately 5:45 PM and we (my wife and I) were traveling west to the Plantation Golf Course, which is approximately five miles from Boise. On the way, I happened to spot something in the sky which seemed to be clinging to a huge cloud. It was half circled in shape and just as bright and silvery looking as a mirror caught in the rays of the sun. After a few minutes of traveling and looking the object disappeared. I would say it was about 10 miles distant, and from our location, approximately 3,000 feet in the air.

Note: Witness states he has had "Aircraft Recognition" in the USAF about 4 times and is positive that the object sighted was not an airplane

RESTRICTED

Mr. Angelo Demofrio
917 East Damock St.,
Boise, Idaho

Jun # 23

Commanding General
Wright Field,
Dayton, Ohio

Dear Sir:

After reading the reports of "Mysterious Air Objects" in the local newspaper today, I, the undersigned, desire to report an object which I had seen in this locality on June 30, 1947.

The hour was approximately 5:45 PM and we (my wife and I) were traveling west to the Plantation Golf Course, which is approximately five (5) miles from Boise. On the way, I happened to spot something in the sky which seemed to be clinging to a huge cloud. Consequently, I brought the matter to my wife's attention and we both looked very hard to make it out, but to no avail. It was half circled in shape and just as bright and silvery looking as a mirror caught in the rays of the sun. After a few minutes of traveling and looking the object disappeared. I would say it was about ten (10) miles distant, and from our location, approximately three (3) thousand feet in the air.

I would like to state further, that I have had "Aircraft Recognition" in the USAAF about four (4) different times and I'm positive that the object was not an airplane.

Very truly yours,

Angelo Demofrio

PINC FILE 23

Incident # 24

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 24

1. Date 12 June 1947
2. Time 6:15 P.M., evening
3. Location Weiser, Idaho
4. Name of observer Mrs. Herbert Erickson
5. Occupation of observer Not Stated
6. Address of observer R. #2, Weiser, Idaho
7. Place of observation Weiser, Idaho toward the west
8. Number of objects 1 at first later 1 more
9. Distance of object from observer Not stated
10. Time in sight few seconds
11. Altitude Not stated
12. Speed Not stated
13. Direction of flight South easterly course
14. Tactics Shooting up and down
15. Sound None
16. Size Not stated to far away to determine
17. Color Glistening in the sun
18. Shape Not stated to far away to determine
19. Odor detected Not stated
20. Apparent construction Tiny object which emitted vapor
21. Exhaust trails Vapor looked like clouds, kept shape and seemed to glide across the sky to the east.
22. Weather conditions Clear
23. Effect on clouds Not stated
24. Sketches or photographs None
25. Manner of disappearance only a glisten and vapor could no longer be seen
26. Remarks

(over)

INC [illegible] 24

RESTRICTED

On the evening of June 12 about 6:15, a neighbor and I returning home from another neighbors, glanced into the sky toward the West, and saw what we thought was smoke from an airplane. She mentioned that she had never seen that before, so we stopped to look and listen, thinking we would see the plane. But there was no sound, so we kept looking until we saw a tiny object from which the vapor was emitting. It was so far away we could not determine the size or even the shape. Its only identity was a glisten in the sun. We had watched this one for a few seconds, when from the general direction of the sun, another object shot into the sky. It followed the general direction of the first, shooting up and down before settling to a south-easterly course across the sky, where we followed them until they were only a glisten and the vapor could no longer be seen. After the objects were gone, we continued to look and to watch the vapor that had been left which now looked like clouds but kept a shape, and this shape seemed to glide across the sky to the East where there was a black streak leading to the horizon. The vapor stayed in the sky for over an hour.

Weiser, Idaho
July 3, 1947

#24

Commanding General
Wright Field
Dayton Ohio

Dear Sir.

On the evening of June 12 about 6:15, a neighbor and I returning home from another neighbors, glanced into the sky toward the West, and saw what we thought was smoke from an airplane. She mentioned that she had never seen that before, so we stopped to look and listen.thinking we would see the plane. But there was no sound, so we kept looking until we saw a tiny object from which the vapor was emitting. However, it was so far away that we could not determine the size or even the shape. Its only identity was a glisten in the sun. We had watched this one for a few seconds, when from the general direction of the sun, another object shot into the sky. It followed the general direction of the first, shooting up and down before settling to a south-easterly course across the sky, where we followed them until they were only a glisten and the vapor could no longer be seen. After the objects were gone, we continued to look and to watch the vapor that had been left which now looked like clouds but kept a shape, and this shape seemed to glide across the sky to the East where there was a black streak leading to the horizon. The vapor stayed in the sky for over an hour. So far as dates have been given in the papers, this is the first time the objects were seen.

It seems probable that what we saw is what others are seeing and that we were'nt seeing things, as some around here thought. There were four of us who watched this spectacle at this time: Mrs. Harold Boles, Mr. and Mrs. O. C. Beecher and myself.

Very truly yours,

Mrs Herbert Erickson
R#2.
Weiser, Idaho

2 FINC FILE 34

Incident # 24

Document # 85

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 4 July 1947 Incident # 25
2. Time 11:45 p.m.
3. Location East over West Trenton, New Jersey
4. Name of observer Miss Marion Marshall
5. Occupation of observer Not stated
6. Address of observer WEAJ Western Electric, Trenton, New Jersey
7. Place of observation Southbound platform of the West Trenton station of the Reading railroad
8. Number of objects 1
9. Distance of object from observer Not Stated
10. Time in sight Not Stated
11. Altitude High
12. Speed Fast
13. Direction of flight East over West Trenton
14. Tactics Not stated
15. Sound Not stated
16. Size Not stated
17. Color Luminous
18. Shape Flying saucer - no tail or hole
19. Odor detected Not stated
20. Apparent construction Not stated
21. Exhaust trails None
22. Weather conditions Bright Moonlight
23. Effect on clouds Not stated
24. Sketches or photographs None
25. Manner of disappearance Not stated
26. Remarks None

RESTRICTED

INC FILE 26

RESTRICTED

I wish to report having seen a "flying object" [illegible] moving east over West Trenton at 11:15 p.m. It was "[illegible]" high and fast, was self-luminous with no tail or bale. The moonlight was bright at the time and I was standing on the southbound platform of the West Trenton station of the Reading railroad.

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WTNJ

TRENTON, NEW JERSEY
1310 K C

RESTRICTED

FRANKLYN J. WOLF
General Manager

July 6, 1947.
Our 25th year.

Case #45

Commanding Officer,
Air Materiel Command,
Wright Field,
Dayton, Ohio.

Dear Sir:

I wish to report having seen a "flying saucer" on July 4, 1947, travelling east over West Trenton at 11.45 p. m. It was "flying" high and fast, was self-luminous with no tail or halo. The moonlight was bright at the time and I was standing on the westbound platform of the West Trenton station of the Reading railroad.

Very truly yours,

Marion Marshall

(Miss) Marion Marshall

MM:bg

RESTRICTED

INC FILE 25

CONFIDENTIAL

[illegible]

TSDIO

Submission of Report

Commanding General
Newfoundland Base Command
Fort Pepperrell, Newfoundland
APO 862 c/o Postmaster
New York, New York

NFID File

1. In compliance with Letter Orders No. [illegible] dated [illegible] July 1947, Headquarters Air Materiel Command, Wright Field, Dayton, Ohio, copy of which is attached, there is herewith submitted for your information a copy of the report which was made as a result of the investigation directed by the attached orders. Due to the urgency of the situation and the short period of time involved, it was not practical to write the report while at Harmon Field.

2. Colonel William F. [illegible], the Commanding Officer of Harmon Field, was most cooperative and conducted the investigation efficiently with every means at his disposal, which contributed in no small measure to the successful conclusion of the investigation.

FOR THE COMMANDING GENERAL:

[illegible]
[illegible]
[illegible]

H. M. McCOY
Colonel, Air Corps
Deputy Commanding General
Intelligence (T-2)

CONFIDENTIAL

[illegible]

[illegible]

[illegible]/[illegible]

Transmittal of Report of Investigation

Commanding General
Army Air Forces
Washington 25, D. C.

ATTN: AG/AS-2
Colonel Robert Taylor III

1. Transmitted herewith are two copies of a report on an investigation conducted at Kunsan Field, Korea, by Colonel W. R. Clingerman and Lt. Colonel I. G. Ewell of this Command. This investigation was accomplished in accordance with a verbal request from General Schulgen of AG/AS-2 to Colonel R. R. Ruby of Headquarters, Air Materiel Command.

2. This letter may be downgraded upon removal of the attached report, in accordance with paragraph 2b, AR 380-5.

FOR THE COMMANDING GENERAL:

Incl:
Rpt of Investigation
w/Incls. (in dup)

R. R. RUBY
Colonel, Air Corps
Deputy Commanding General
Intelligence (D-2)

LINC FILE 24

CONFIDENTIAL

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[illegible]

[illegible] August 1947

1. In accordance with AMC Letter Order [illegible], dated 30 July 1947, copy attached, Colonel [illegible] and Lt. Colonel [illegible], departed to Hamer Field, Stephenville, Newfoundland, reporting at Hamer Field, 31 July 1947. Upon arrival they reported to Colonel William F. Cleary, the Base Commander, who was also present at the interviews conducted at Hamer Field and was also given a verbal briefing of such information as was obtained.

2. Colonel Cleary called in Captain [illegible], Base Intelligence Officer for discussion. Captain Smith stated that personnel of Pan American Airways and Trans World Airways voluntarily came to his office and reported sighting an object on the 18th of July 1947. The personnel were Mr. John [illegible] Johnson, TWA, Mr. Robert [illegible] Leidy, TWA and Mr. John [illegible] Woodruff of PAA, who agreed to furnish sworn statements of the phenomenon that they had viewed, copies attached hereto, as exhibit "A". Furthermore, Mr. Leidy had taken two photographs of the phenomenon on Kodachrome film, which he had no objection to the Army developing and viewing for the purpose of attempted identification. This film was sent to New York by courier and eventually was forwarded to AC/AS-2. These two pictures showing the phenomenon, which had been forwarded to Hq. AAF, were in the possession of the investigating officers at the time of the trip to Hamer Field. Captain Smith arranged to have Mr. Leidy and Mr. Johnson brought to the office of the Base Commander to be interviewed, at which time their statements substantially coincided with the attached sworn statements. These gentlemen did amplify the statements to the extent that normally Mr. Woodruff was prone to hid quite a bit and they did not believe him when he first made the statement about seeing the phenomenon, however, he convinced them quickly and they further insisted that the phenomenon that they viewed was exactly as described in the sworn statements. They had the correction to make in the type of camera used, it being a Graflex instead of an Argus, and had a 20mm F45 lens.

3. Inasmuch as Mr. Woodruff had been transferred to Shelby, a short trip was made to that point where arrangements had been made to have Mr. Woodruff meet the plane at the airport for the purpose of having an interview. Mr. Woodruff in substance substantiated the statements that were contained in the sworn statement with a few minor amplifications. For instance he indicated that they saw the object at 1700 Mountain Standard Time and he was positive that the time and the rest in the shape resembled the 48 inch moon and fifteen minutes and was still visible in the sky after their return at Hamer Field. Mr. Johnson and Mr. Leidy stated that the time of 18 [illegible] appeared [illegible] the sky was only visible towards the southwest direction in other words the sky. Mr. Woodruff stated he observed the phenomenon [illegible] was happening on such that the time appeared and the cloud was suspended [illegible] the plane shook [illegible] and in the positive that he could see through the cloud where the phenomenon had [illegible]. Mr. Woodruff stated that the time appeared to be a [illegible] time, which [illegible] like the shape of a [illegible] shape. It was in a horizontal plane [illegible] in a north - northeasterly direction. It was rather [illegible] such that the shape was of a [illegible] that [illegible] impossible to [illegible] by a fully [illegible] [illegible]

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[illegible] or have any visible wind. It was noticeable in the statements of Mr. Lolly and Mr. Hobson that each indicated that the break in the cloud was close to origin and it appeared to be on side of the object that Mr. Rockwell allegedly saw, and that each stated that they could see the well lighted the cloud indicating that the object disappeared over the horizon. All agreed that there was no explosion at the time of the visible events.

b. After interviewing the observers of the phenomena, further discussion was held with the Intelligence Officer and the Duty Officer in which it was revealed that the operational reports had been checked and there was no reported aircraft in the vicinity at the time the phenomena was reported. The statement was also made that if a foreign or British aircraft had been flying in the vicinity of Kansas Field, there would have been a report of it available. The weather conditions that also noted and reports verified that it was a clear summer day having scattered cumulus clouds from [illegible] to [illegible] feet with excellent visibility conditions. Visibility and brightness conditions at 1700 on a summer day at Kansas Field are usually very excellent. It was difficult for Mr. Lolly, who made the Kansas photographs, to estimate the film with respect to the angle in which the pictures were taken and it is unfortunate that they were over-exposed so that better conditions could be obtained. From the photo prints it is evident that some such phenomena did occur. The amazing part was that a cloud was such number and left in the definite parts and did not appear to join together again. This could lead to the conclusion that a body having a tremendous heat or other power to split a cloud had passed through. It is a matter of common knowledge that when an airplane passes through a cloud the cloud is not usually disturbed. It was very noticeable that the course of the phenomena was approximately 20° East of true North, which could be an indication that it was not originated from a foreign country. From an engineering standpoint it is difficult to ascertain how a body having the magnitude of heat content could be projected as to leave a cloud apart in this particular location. The possible interpretation was that it was a dry thin appearance of a shooting star which was difficult to substantiate because of the apparent relatively low altitude and the apparent horizontal course that it pursued.

[illegible]

the light of an airplane and executed quicker than the same as viewed on the horizon. Mr. Lumkin stated that he had spent considerable time in Alaska where he had frequently viewed the Northern Lights and was positive that the flashes he saw were not the Northern Lights and was not a common natural phenomenon. The flashes were visible at a 30° angle to the horizon, but it was not possible to estimate the distance from the ship.

6. The interviewing officers departed Hanson Field on the morning of 1 August and proceeded to Westover Field where they were detained practically all day due to airplane trouble. After departing Westover Field, they proceeded to Bolling Field, where Colonel Robert Taylor, III of AC/AS-2 was contacted by telephone and a verbal report was given to him of the visit to Hanson Field. Colonel Taylor then requested that a written report be forwarded to AC/AS-2 for record. A copy of this report is being forwarded to the Newfoundland Base Command in accordance with paragraph 5 of L.O. A7130, Hq. Air Material Command.

7. The two Kodachrome slides which are the property of Mr. E. T. Leidy are also attached to this report.

Prepared by Colonel T. E. Gillespie and Maj Colonel E. G. Edwell of Hq., Air Materiel Command, Wright Field, Dayton, Ohio.

2 Incls
1. Ltr, Base Intelligence Officer, Hanson Field, Newfoundland, 7/24/47 w/ 2 Incls.
2. Ltr by Base Intelligence Officer, Hanson Field, Newfoundland, 7/24/47 w/Incls.

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 26

1. Date 10 July 1947
2. Time Between 3:00 and 5:00 PM in the afternoon
3. Location Pan American Airways, Harmon Field, Newfoundland
4. Name of observer Robert J. Leidy
5. Occupation of observer Station Mechanic
6. Address of observer APO 564, c/o Postmaster, New York, New York
7. Place of observation Traveling in a car returning from fishing.
8. Number of objects 1
9. Distance of object from observer Not Stated
10. Time in sight Not stated
11. Altitude Not stated
12. Speed Terrific rate of speed in a circle because of the arcs in the path.
13. Direction of flight Not stated
14. Tactics Definite trail and caused clouds to break open as it went through. It looked to be traveling in a circle and left sharp edges to cloud
15. Sound Not stated
16. Size Not stated
17. Color No difference in color looked as if object broke the cloud and left this opening.
18. Shape Trail horizontal
19. Odor detected Not stated
20. Apparent construction object or flying discs
21. Exhaust trails bluish streak
22. Weather conditions Clear with clouds
23. Effect on clouds Cut a path through the cloud & you could see the trail right through the clouds, and it left sharp edges on the clouds.
24. Sketches or photographs Kodachrome film
25. Manner of disappearance Not stated
26. Remarks: (over)

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r. Woodruff saw the object or flying disc first and said he saw the thing travellin through the sky. He did not believe him at first but when he was so concerned about it we stopped the car and got out. I had my camera so took a picture of it. There was a bluish streak left in the sky which could not have been a cloud formation. It was a definite trail and caused the clouds to break open as it went through. It cut a clear path through the cloud and you could see the trail right through the cloud, it looked to be travelling in a big circle and it left sharp edges to the clouds. The trail looked as if an object passed through similar to that of a pebble leaving a ring in the pond. There was no difference in color. It looked as if the object broke and cloud and left this opening.

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July 1947

"FLYING SAUCER"

1.	Organization	: 1300th AAF Bn, SRC, ATAD, ATC. Harman Field, Newfoundland.
2.	Sighting	: Flying Disc or other airborne object.
3.	Place	: Approx six (6) miles NNW of Harman Field.
4.	Time	: 2000/Z, 10 July 1947
5.	Altitude	: 8- 10,000 ft.
6.	Weather	: Clear, Scattered Cumulus 8 - 10,000 ft.
7.	Heading	: NNE on horizontal course.
8.	Speed	: Very high velocity.
9.	Shape & Size	: Circular like a wheel, estimated to be same size as a C-54 as seen from 10,000 ft.
10.	Color	: Translucent or Silvery, left a Bluish Black trail approx. 15 miles long.
11.	Photographs	: Mr. Robert H. Leidy reported that he took two (2) Kodachrome snap shots of the trail.
12.	Reported by	: Mr. John W. Harkness, TWA mechanic; Mr. John W. Woodruff, TWA mechanic; and Mr. Robert H. Leidy, TWA mechanic reported the above facts to the Intelligence Officer on 16 July 1947. A Flash Report was TWX ed to: Action copy Commanding General, Hq. ATC, Attn. Asst. Chief of Staff, Intelligence. Info copies: Commanding Generals Hq. ATAD and Hq. SRC
13.	General	: Mister's Harkness, Woodruff, and Leidy were enroute from Stephenville Crossing to Harman Field at the time of the sighting. Mr. Woodruff was the first to see the Disc, it appeared to rent or split the clouds through which it passed and left a Bluish Black trail approx. fifteen (15) miles long behind it. The trail was similar to the afterglow of a powerful landing light or search light beam after it is suddenly switched off. The object maintained a straight and horizontal course according to Mr. Harkness and Mr. Woodruff. Mr. Leidy stated it appeared to be on a great curved course on a horizontal plane. The object disappeared into the North Northeast. Mr. Leidy says he took two (2) Kodachrome Photographs of the trail. The film has been transmitted to the Asst. Chief of Staff, Intelligence, Headquarters Air Command for processing.

Information furnished above is considered significant and bears a striking resemblance to other reports in connection with the "Flying Saucer." The bluish black trail seems to indicate ordinary combustion from a turbo-jet engine, ordinary motor, or some combination of these the type of power plants. The absence of noise and apparent disturbance of the clouds to form a clear path indicates a relatively large mass flow of rectangular noise emitting [illegible] a considerable amount of heat.

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Classification cancelled or changed to [illegible] by authority of CG, AD-ATC [illegible] (Rank) (Date)

HEADQUARTERS OFFICE
HEADQUARTERS 1[illegible] AIR [illegible]
[illegible] BASE GROUP, [illegible]
APO 858, c/o Postmaster, New York, N. Y.

16 July 1947

Interrogation of [illegible] V. [illegible], Station Manager, Pan American Airways, Harmon Field, Newfoundland, taken at 1[illegible] HRS, 16 July 1947, by Captain William E. Smith, AC, Intelligence Officer.

Q. Were you with Mr. Woodruff and Mr. Johnson on the evening when they saw an object or flying disk passing over the sky on 16 July 1947?
A. Yes, I was.

Q. Were you or any members of the party drinking?
A. No, I had one can of beer, that was about half hour before that.

Q. Can you tell me the circumstances under which you saw the object or its trail?
A. Well, Mr. Woodruff saw it first and said he saw the thing travelling through the sky. We did not believe him at first but then he was so excited about it we stopped the car and got out. I had my camera so took a picture of it. There was a bluish streak left in the sky which could not have been a cloud formation. It was a definite trail and caused the clouds to break open as it went through.

Q. Did it cut a path through the cloud?
A. Yes, it was very clear, and you could see the trail right through the cloud, it looked to be travelling in a big circle and it left sharp edges to the clouds.

Q. What was the trail like?
A. I would not say it was exhaust, it looked as if an object passed through similar to that of a pebble heaving a ring in the pool.

Q. Was there any difference in the color?
A. No, it looked as if the object broke the cloud and left this opening.

Q. Was the trail horizontal, going up, or coming down?
A. It looked horizontal.

Q. What was the altitude of the cloud?
A. I don't know, sir, they were pretty high though.

Q. What time was this?
A. I don't know exactly sir, but it was between three and five o'clock in the afternoon, we were coming back from Fredericton.

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RWL

Interrogation of Robert V. Leddy (Cont'd)

Q. Did you see the object?
A. No.

Q. How long do you think the trail was?
A. I don't know, sir, but the trail was very long, that is why I think something went through the sky because of the trail and black space it left, you could easily see it.

Q. Was the trail on a straight course?
A. Well, as I said before, it looked to me from the ground, that it was travelling at a terrific rate of speed in a circle because of the area in the path.

Q. Have you ever seen a meteor?
A. No.

Q. Can you estimate the size of the cut in the clouds?
A. No.

Q. How long have you been working around planes, sir?
A. Six (6) years.

Q. Were you in the [redacted] the [redacted]
A. No.

Q. How many pictures did you take?
A. Two.

Q. What type camera did you have?
A. An Argus, 3-D.

Q. Was the film black and white or kodachrome?
A. It was kodachrome.

Q. Where are the film now?
A. Well, I took three or four rolls and I am not sure which one the pictures are on.

Q. I understood from Mr. Sandoff that they are being developed.
A. I think it is out of the camera sir, but I have not sent them out yet.

Q. Will you give [redacted] roll of film so we [redacted] possible?
A. Yes, sir.

R.M.L

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Interrogation of [redacted] (Cont'd)

Q. Are you willing to give the Army a copy of the pictures of the trail?
A. Yes.

Robert W Leidy
[redacted]
Station Technician
Pan American Airways

Sworn and subscribed to before me this 17 day of July 1947.

[illegible]
[illegible], Jr.
Captain, Air Corps
Adjutant

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INTELLIGENCE OFFICE
1308TH AAF BASE UNIT
NEWFOUNDLAND BASE COMMAND, ATLD-ATC
APO 864, c/o Postmaster, New York, N. Y.

SUBJECT: Kodachrome Film of Flying Disc's or Other Airborne Object's Trail.

TO: Commanding General,
Atlantic Division, ATC
Fort Totten, Long Island, N. Y.
ATTENTION: Lt. Col. James H. Brewster, Jr.
Assistant Chief of Staff, Intell.

1. Transmitted herewith three (3) rolls of Kodachrome Film belonging to Robert W. Liedy, mechanic for Pan American Airways.

2. Mr. Liedy states that on one of the three (3) rolls there are two (?) pictures of a Flying Disc's or other Airborne Object's trail, taken on 10 July 1947.

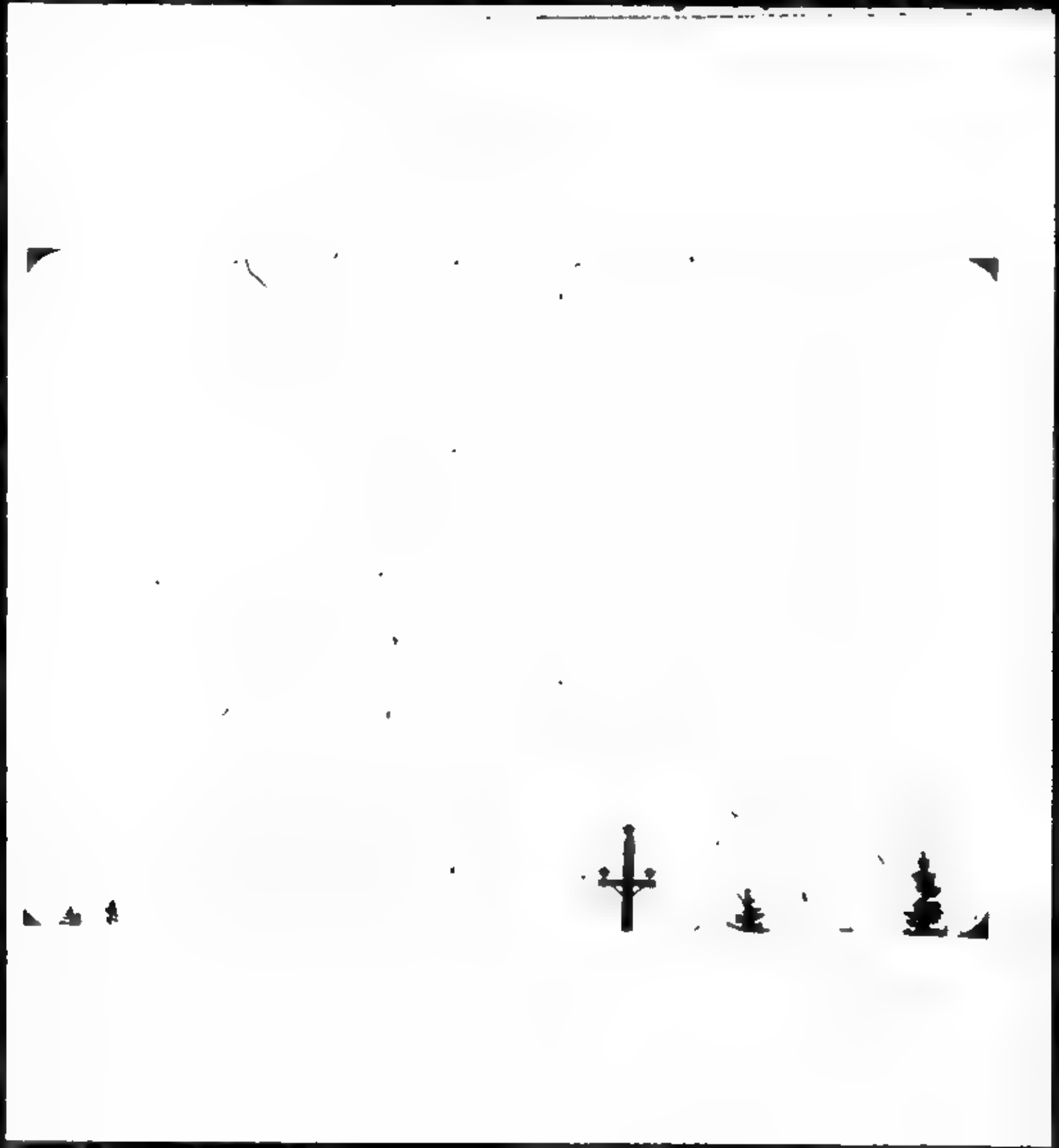
3. The Assistant Chief of Staff, Intelligence, Newfoundland Base Command directed that the film be transmitted to your Headquarters for processing and further disposition, and that "X's have been dispatched giving further information from Headquarters, Newfoundland Base Command.

4. According to the statements of the observers, the object itself may not be on the film, but its trail, which is said to have been bluish black, or the object's effect on the cloud formations, will appear on the photographs.

5. Request that the rolls of film be returned to Mr. Robert W. Liedy, APO 864, c/o Postmaster, New York, New York, after they have served their official purposes.

FOR THE COMMANDING OFFICER:

WILLIAM H. SMITH
Captain, Air Corps
Intelligence Officer



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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 10 July 1947 Incident # 27

2. Time Evening

3. Location Hatton Field, Newfoundland

4. Name of observer John H. Heinman, Jr.

5. Occupation of observer Supervisor and Mechanic

6. Address of observer Pan American Airways, Hatton Field, Newfoundland

7. Place of observation Coming up over the mountain between Hatton Field and Stephenville Crossing.

8. Number of objects 1

9. Distance of object from observer Did not see the object saw the trail as it was left behind

10. Time in sight Not Stated

11. Altitude Not stated

12. Speed Not stated

13. Direction of flight Not stated

14. Tactics Object was horizontal and seemed to remain on true course.

15. Sound No noise

16. Size Did not see object

17. Color Not stated

18. Shape Not stated

19. Odor detected Not Stated

20. Apparent construction Not stated

21. Exhaust trails Bluish black. Lined across the sky in a straight path

22. Weather conditions Scattered clouds

23. Effect on clouds The object passed through and cut the cloud leaving a gap where you could see the blue sky, like a knife had cut it. The edges were flattened.

24. Sketches or photographs None

25. Manner of disappearance Not stated

26. Remarks (Over)

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On the evening of 10 July 1947 we were coming up over the mountain between here and Stephenville Crossing. The car was going up hill and we could see the sky through the windshield. Mr. Woodruff said "look at the cut in the sky". I looked and saw a bluish black vapor trail. The clouds were very scattered and were about 8000 to 10,000 feet, the object passed through and cut the cloud leaving a gap where you could see the blue sky, like a knife had cut it. The edges were feathered similar to a weld, as if you cut a weld in half. The estimate course of the object was approximately North North East. The trail was bluish black in colors, very easily distinguished from the blue sky. The trail was more or less a band across the sky in a straight path. There was no noise.

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 27 A
M 30/76-A

1. Date 10 July 1947
2. Time 1700
3. Location Harmon Field, New Foundland
4. Name of observer John E. Woodruff
5. Occupation of observer Chief Mechanic, Pan American Airways
6. Address of observer Pan American Airways, Harmon Field, Newfoundland
7. Place of observation Between Harmon Field and Stephenville Crossing coming over the Hill
8. Number of objects 1
9. Distance of object from observer Not stated
10. Time in sight [redacted] Split second
11. Altitude [redacted] Between 8000 to 10,000 ft
12. Speed Terrific rate
13. Direction of flight North North East
14. Tactics Travelling horizontal
15. Sound Not stated
16. Size About the size of a 54 or a Constellation
17. Color Translucent
18. Shape Disk like a wheel
19. Odor detected Not Stated
20. Apparent construction disk
21. Exhaust trails dark bluish approx. 15 to 20 miles long
22. Weather conditions Very clear and clouds very scattered
23. Effect on clouds Opened the clouds as it went through the air.
24. Sketches or photographs None
25. Manner of disappearance Not stated
26. [redacted] (over)

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U-30176-A

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John E. Woodruff saw one of the so called "flying disks" or other object on 10 July, at approximately 1700. We were coming back from a fishing trip, and coming over the hill between here and Stephenville Crossing you can see the clouds formation ahead, I saw the object break out where the clouds opened and it left its trail behind it. It was very clear and the clouds were very scattered. I say the approximately altitude of the clouds was from 8000 to 10,000 feet. The object appeared to be a translucent disk like a wheel travelling at a terrific rate of speed and opened the clouds as it went through the air. The disk was travelling horizonsal. It appeared to be about the size of a [illegible] or [illegible] elevation. It spread the clouds out about half mile. It cut a clear path right through the cloud. It left a trail dark bluish in color similar to a [illegible] power light. The trail was approximately 15 to 20 miles long.

SECRET

AMC Form No. 10-3
(19 Mar 62)

ROUTING AND RE[illegible]RD SHEET

AIR [illegible]TERIEL COMMAND

Use this form for inter-office correspondence within headquarters.

Use authorized office symbols in designate addresses and addresses.

Place initials of director and typist, telephone number and function to right of signature.

Use entire width of sheet, both sides.

Number all comments consecutively.

Separate comments by horizontal lines across page.

SUBJECT [illegible]

TO [illegible] FROM [illegible] DATE 13 [illegible] 48 COMMENT NO. 1

[illegible] to [illegible] Daily Intelligence Summary, dated 1[illegible] July 19[illegible], [illegible] subject, [illegible] is forwarded.

[illegible] stated that photograph pictures were taken of an unidentified [illegible] on 12 July 19[illegible].

[illegible] obtained for study. [illegible], [illegible] returned for file.

[illegible]

[illegible]

[illegible]

[illegible]

G-30176-A

SECRET

[illegible]

RESTRICTED
[redacted]

Classification cancelled or changed to [illegible]
authority of CC, AD-AFC
(Name) (Rank) (Date)

HEADQUARTERS
Newfoundland Base Command, ATLD-ATC
Fort Pepperrell, Newfoundland
APO 862, c/o Postmaster, New York, N. Y.

28 July 1947

SUBJECT: Letter of Transmittal.

TO : Commanding General,
Atlantic Division, ATC,
Fort Totten, Long Island, N. Y.
(ATTENTION: AC/S, Intelligence)

1. Transmitted herewith, as inclosures 1, 2 and 3, are Final Reports of Sightings of "Flying saucers" in Newfoundland and vicinity listed as follows:

Final Report of Sighting - 2000E, 10 July 1947
" " " " - 0030E, 11 July 1947
" " " " - 0015E, 20 July 1947

2. Reference TWX - NF 18469, this headquarters, dated 121730E July 1947, regarding sightings of "Flying saucers" by Constable [redacted] KEARSEY, Newfoundland Constabulary, at Grand Falls, Newfoundland, on the night of 9 July 1947, attached herewith, as inclosure 4, is signed statement of this sighting by Constable KEARSEY.

FOR THE COMMANDING GENERAL:

Marion C. Miller
MARION C. MILLER,
Captain, Air Corps,
AC/S, Intelligence.

4 Incls:
1. Final Rpt of Sighting, 10 Jul 47
2. " " " " , 11 Jul 47
3. " " " " , 20 Jul 47
4. Signed Statement - Const KEARSEY

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[redacted]

"FLYING OBJECT REPORT SUMMARY". The following is a digest of the only current reports that have been received through the Intelligence system of this Command concerning unidentified flying objects. On 16 June 1957, rumors were drifting into Budapest from rural areas in Hungary to the effect that "silver balls were flashing across the sky in daytime." No accurate description or confirmation of this report was obtained. A Newfoundland constable named Iris Harvey, has reported to personnel of the 1[illegible]th Air Base Unit, ATC, Newfoundland Base Command, Fort Pepperell that on 9 July at [illegible] hours local time ([illegible]), he observed for a few seconds four "egg-shaped phosphorus colored discs" followed two minutes later by a fifth similar object moving through the air in the vicinity of Grand Falls, Newfoundland. According to the constable, all objects were flying east, moving very fast, and parallel to the ground, at an altitude of "[illegible],000 feet". The first four were in trail formation. The constable described the shape of these objects as being like a "barrel head or egg" with "black spots on the tail end" and "leaving no smoke trail". The Newfoundland Base Command reports also mention a second unidentified observer of these objects, who described them as being "three-lobed" in shape. A check of weather records reveals that CLR weather prevailed in the Grand Falls region at the time these objects were reported as being seen. Mr. John H. Emerson, Supervisor of Meteorology for Trans World Airlines and Mr. J. E. Woodruff, Senior Maintenance Supervisor, for Pan American Airways, both stationed at Harmon Field, Newfoundland, report that on 10 July at 1730 hours local time ([illegible]), they observed over that installation a circular wagon wheel-shaped disc of silver color which, at its estimated altitude of "[illegible],000 feet", appeared to be of equal size to the wing span of a C-54. Another meteorological observer at Harmon during the time this incident occurred was clear with scattered cumulus clouds at an altitude of from eight to ten thousand feet. These two men report that the disc was first sighted when it appeared about six miles SW of Harmon; the two observers report that the disc seemed to "cut the clouds as it passed" over on a [illegible] course leaving a "black black trail approximately fifteen miles long" which is described as similar in appearance to the beam from an instant after a high powered landing light or search light has been switched off. Personnel of the [illegible] Air Base Unit, ATC, Harmon Field, Stephenville, who relayed Emerson's and Woodruff's report to this office state that photographic pictures were taken of the disc which are now being developed, probably by Harmon at Rochester, New York, and that Woodruff will forward the prints "as soon as received". On 11 July 1957, Col Bruce E. Perry and Major William E. Spear of the [illegible] Airways and Air Communications Service Group, Elmendorf Field, Anchorage, observed an object resembling an aluminum colored balloon "about 6 feet in diameter" travelling at an unidentified altitude "at a great speed" in a E/N direction in the vicinity of the [illegible]. On 20 July at [illegible] hours local time ([illegible]), Major Bland Weber of this unit and some unidentified officers of the Alaska Department observed a [illegible] balloon "approximately 10 feet in diameter" in the vicinity of Elmendorf Field flying in a SE direction defining [illegible] of the [illegible] which [illegible]. The object was reported as flying at an altitude of "[illegible] feet" at an estimated rate of "[illegible] miles per hour", resembling the course of a [illegible] balloon, 20 miles per hour wind. This office has no knowledge as to the part of the [illegible] object [illegible] as reported [illegible] which would be [illegible]

them to point out that these Newfoundland reports were recorded fifteen days prior to the first time flying objects, commonly called "saucers", were reported over various areas of the Zone of Interior. Nor is anything known at this office that would add to or detract from the until recently, unfamiliar descriptions briefly presented in the Newfoundland reports. The brief text gives rise to obvious doubts and questions that can be clarified only by an evaluation and further interrogation of the sources from whence these reports were derived. However, an analysis of the two radios that reported the Shaendorf sightings have led the Intelligence Officers of this Headquarters to point out the following considerations. It is very difficult to judge the size, speed and altitude of an unknown object at the reported distance of five miles. The account of the object sighted would tend to describe a weather pibal. In this regard it is noted that it is standard operating procedure for weather stations to release pibals every six hours daily - at 0400Z, 1000Z, 1600Z and 2200Z. It is pointed out that the 12 July sighting approximates the time at which one of these daily pibals is released. It is also pointed out that in the Anchorage area, it is believed to be not uncommon for surface winds and winds at an altitude of 1000 feet or more to move in opposite directions.

Classification: SECRET

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~~CONFIDENTIAL~~ Classification cancelled or changed to [illegible] authority of CC, AD-[illegible]

[illegible] [Rank] [Date]

HEADQUARTERS 1300TH AAF BASE UNIT
NEWFOUNDLAND BASE COMMAND, ATLANTIC
APO 863, c/o Postmaster, New York, N. Y.

16 July 1947

Interrogation of JOHN F. [redacted], JR., Supervisor and Mechanic, [redacted] Airways, Harmon [redacted], Newfoundland, taken at 1430 MST, 16 July 1947, by Captain William E. Smith, AC, Intelligence Officer.

Q. How long have you been associated with aircraft and aviation?
A. Since approximately 1936.

Q. Were you in the Army during the War?
A. Yes.

Q. What did you do in the Army?
A. Aerial Gunner.

Q. Did your job during the war entail you to be able to judge distances and sizes of objects and ranges?
A. Yes.

Q. On the evening of 10 July 1947, did you see one of the so called "Flying Disks" or an object in the sky?
A. Yes, we were coming up over the mountain between here and Stephenville Crossing. The car was going up hill and we could see the sky through the windshield. Mr. Bradwell said "look at the cut in the sky". I looked up and saw a bluish black vapor trail.

Q. Did you see the object?
A. No, I just saw the trail as it was left behind.

Q. Can you describe the effect the object had on the cloud formation?
A. The clouds were very scattered and were about from 8000 feet to 10,000 feet, the object passed through and cut the cloud leaving a gap where you could see the blue sky, like a knife had cut it. The edges were feathered similar to a weld, as if you cut a weld in half.

Q. Did the object appear to be descending, ascending, or horizontal?
A. It was horizontal and seemed to remain on above course.

Q. What was your estimate of the course?
A. Approximately North North East.

Q. Can you give any estimate as to the size of the object?
A. I did not see the object.

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Interrogation of John B. [redacted], Jr

Q. Can you describe the trail?
A. It was blotch black in color, very easily distinguished from the blue sky. A diesel exhaust would be similar to it.

Q. Was the trail fan shaped?
A. No it was more or less a beat across the sky in a straight path.

Q. Did it make a noise?
A. No noise.

Q. What went on in the car when you sighted the object?
A. We stopped the car and got out and looked at it. One of the boys had a camera and took a photograph of the trail that the object left.

Q. What was the name of the man who took the photograph?
A. Robert Leidy.

Q. Do you know what type of film Mr Leidy was using?
A. Kodachrome, I believe.

Q. Do you know whether Mr. Leidy saw the black or object?
A. I don't believe so.

[redacted], Jr
Supervisor and Technicians
Texas Field Groups

Sworn and subscribed to before me
this 17 day of July 1957.

[redacted], Jr
Captain, Air Force
Adjutant

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INTELLIGENCE OFFICE [illegible]
[illegible]
[illegible]
APO 404, c/o Postmaster, New York, N. Y.

Downgraded or cancelled on authority of CC, AG-470 (Rank) (Date)

26 July 1947

Interrogation of JOHN E. WOODSEY, Chief Mechanic, Pan American Airways, Harmon Field, Newfoundland, taken at 1415 HRS, 16 July 1947, by Captain William E. Smith, AC, Intelligence Officer.

Q. Did you see one of the so called "Flying Disks" or other object on the 10th July?
A. Yes, I did.

Q. Can you give the approximate time?
A. Approximately 1700.

Q. Tell us the circumstances under which you saw this object.
A. We were coming back from a fishing trip, and coming over the hill between here and Stephenville Crossing you can see the cloud formation ahead, I saw the object break out where the clouds opened and it left its trail behind it.

Q. Had you been drinking?
A. No.

Q. You were riding in a car at the time you saw it?
A. Yes, in the front seat of the Pan American car.

Q. What was the weather like that day?
A. It was very clear and the clouds were very scattered.

Q. What was the approximate altitude of the clouds?
A. I'd say from [illegible] feet to 10,000 feet.

Q. Did you see the disk itself?
A. Yes, that it appeared to be was a transparent disk like a sheet travelling at a terrific rate of speed and spread the clouds as it went through the air.

Q. Was was this disk travelling, horizontal, descending or ascending?
A. It was horizontal.

Q. About how big did it appear to you?
A. From the height of it, I'd say it was about the size of a 5" or a [illegible].

Q. About how far apart did it break the clouds?
A. It spread the clouds apart about half mile.

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Interrogation of John E. Woodruff (Cont'd)

Q. What kind of a break did it make in the clouds?
A. It cut a straight path right through the cloud.

Q. Did it leave a trail?
A. Yes, it left a trail dark bluish in color similar to a high power light. The trail was from approximately fifteen (15) to twenty (20) miles long.

Q. Have you ever seen a meteor?
A. Yes.

Q. Do you think this was a meteor?
A. No, I don't think so, it was cut too clean. This was as straight as an arrow.

Q. What was the course of the object?
A. Well, looking at the map I'd say North North East.

Q. Have you been working around airplanes long enough to know the size of an aircraft and the height from a distance?
A. Yes.

Q. How long have you been working around aircraft?
A. Seven (7) years.

Q. Were you in the Army during the time of the War?
A. No.

Q. Did you take any pictures?
A. No, I did not, but one of the boys took some.

Q. Do you think the pictures will show up?
A. Yes, it was an ideal day for pictures.

John E. Woodruff
[illegible]
Chief Mechanic
Pan American Airways

Sworn and subscribed to before me this 17 day of July 1947.

~~CONFIDENTIAL~~
[illegible], Jr.
Captain, Air Corps
[illegible]

RESTRICTED

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Classification cancelled or changed to [illegible] authority of CC, AD-ATC [illegible]
(Name) (Rank) (Date)

FINAL REPORT OF SIGHTING

1. Org. : 1385th AAF BU, NBC, ATLD, ATC. Harmon Field, Newfoundland.
2. Sighting : Flying Disc or other airborne object.
3. Place : Approx six (6) miles SSW of Harmon Field.
4. Time : 2000/Z, 10 July 1947
5. Altitude : 8- 10,000 ft.
6. Weather : Clear, Scattered Cumulus 8 - 10, 000 ft.
7. Heading : NNE on horizontal course.
8. Speed : Very high velocity.
9. Shape & Size: Circular like a wheel, estimated to be same size as a C-54 as seen from 10, 000 ft.
10. Color : Translucent or Silvery, left a Bluish Black trail approx 15 miles long.
11. Photographs: Mr. Robert E. Leidy reported that he took two (2) Kodachrome snap shots of the trail.
12. Reported By: Mr. John N. Herbman, TWA mechanic; Mr. John F. Woodruff, PAA mechanic; and Mr. Robert E. Leidy, PAA mechanic reported the above facts to the Intelligence Officer on 15 July 1947. A Flash Report was TWX ed to : Action copy Commanding General, Hq. ATC, Attn. Asst. Chief of Staff, Intelligence. Info copies: Commanding Generals Hq. ATLD and Hq. TDC
13. General : Misters Herbman, Woodruff, and Leidy were enroute from Stephenville Crossing to Harmon Field at the time of the sighting. Mr. Woodruff was the first to see the Disc, it appeared to rent or split the clouds thru which it passed and left a Bluish Black trail approx. fifteen (15) miles long behind it. The trail was similar to the afterglow of a powerful landing light or search light beam after it is suddenly switched off. The object maintained a straight and horizontal course according to Mr. Herbman and Mr. Woodruff, Mr. Leidy stated it appeared to be on a great curved course on a horizontal plane. The object disappeared into the North Northeast. Mr. Leidy says he took two (2) Kodachrome Photographs of the trail. The film has been transmitted to the Asst. Chief of Staff, Intelligence, Newfoundland Base Command for processing.

WILLIAM H. SMITH
CAPT. A.C.
Intelligence Officer

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[illegible]

Sent ..... Hoyt Vandenberg Gen Lyon What b/A does Numbers
Gen [illegible] Type
(what plans potentialities

Col T-2 and Eng Div
rep. to Harmon Field immed. and return via Wash
reporting to Gen Schulgen Adm.
Room 3E143

What has Brentnall proposed?
" " Chapman " ?

7 months ship pickup - ?
long range flight?
does Lingel make report - on that - make it?

Dr Orail - what [illegible]
[illegible]

Incident # 27

Incident # 25

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 28

1. Date 24 June 1947
2. Time Not stated
3. Location Idaho
4. Name of observer Lt Governor Donald S. Whitehead
5. Occupation of observer Lt. Governor
6. Address of observer Not stated
7. Place of observation Idaho western sky
8. Number of objects 1
9. Distance of object from observer Not stated
10. Time in sight Not stated
11. Altitude Not stated
12. Speed [redacted]
13. Direction of Flight Didn't move just seemed to go below the horizon with the rotation of the earth
14. Tactics [redacted]
15. Sound Not stated
16. Size not stated
17. Color not stated
18. Shape comet-like
19. Odor detected Not stated
20. Apparent construction not stated
21. Exhaust trails Not stated
22. Weather conditions Not stated
23. Effect on clouds comet-like hanging in the western sky
24. Sketches or photographs Not stated
25. Manner of disappearance Seemed to go below the horizon with the rotation of the earth.
26. Remarks: [redacted]

RESTRICTED

16 Guy Whitehead said that he saw a "comet-like object hanging in the western sky June 24." He stated that the object "didn't move but just seemed to go below the horizon with the rotation of the earth."

UP - Persons in 7 states including the Lieutenant Governor of Idaho today reported they had seen the mysterious "flying saucers".

The projectiles variously described as "too fast for an airplane and not fast enough for a falling star", "not moving at all" and "traveling at great speed", were reported seen last night streaking over Denver.

It was the first report of the saucers in almost a week. Persons in Oregon, California, New Mexico, and Idaho reported seeing various versions of the unexplained projectiles.

Lt. Governor Donald S. Whitehead of Idaho said today that he saw a strange "comet-like object hanging in the western sky June 24." That was the day Kenneth Arnold of Boise, Idaho first reported seeing the projectiles over southeast Washington. Whitehead said the object he and 3 other witnesses saw "didn't move but just seemed to go below the horizon with the rotation of the earth."

At Denver, Henry Martin and Walter Herrod said they caught a brief glimpse of a group of "bright objects" flying at about 5,000 ft. last night.

WASHINGTON - Army research experts can't explain the flying saucers but they are investigating, they said.

At first, Army officers laughed off the reports, now they are beginning to take them seriously. At any rate, the air research center at Wright Field, Ohio is looking into the reports and all service intelligence agencies are at work on them.

Incident # 28

Incident # 29

CONFIDENTIAL

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 14 June 1947 Incident #29
2. Time 1200 noon first time later at 1445 approximately
3. Location [redacted] Portland, Oregon
4. Name of observer Richard Rankin
5. Occupation of observer Pilot
6. Address of observer 1808 South "B" St., Bakersfield, California
7. Place of observation Ground Front yard
8. Number of objects 10 first time 7 second time
9. Distance of object from observer Not stated
10. Time in sight Not stated
11. Altitude 8500 feet
12. Speed 350 miles per hour
13. Direction of flight First group South to North. Second group North to South
14. Tactics Flying in "V" formation with one object straggling in the rear
15. Sound Not stated
16. Size Resembled the XF5U-1
17. Color Not stated
18. Shape resembled the XF5U-1, the so called "Flying Flapjack"
19. Odor detected Not Stated
20. Apparent construction flying machines
21. Exhaust trails Not stated
22. Weather conditions Clear and Sunny
23. Effect on bloods Not Stated
24. Sketches or photographs None
25. Manner of disappearance Not Stated
26. Remarks: (Over)

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At approximately 1200 noon on the 14 of June I was lying in the front yard of my home. There was a lad mowing the lawn at the time. I looked into the sky and saw ten articles flying from the South to the North at what I would judge to be [illegible]00 ft. The objects were flying at approximately what I would judge to be 550 miles per hour. I distinctly remember that at the time I saw the articles I mentioned it to the lad who was mowing the lawn at the time. I told the lad that the objects were in all probability some sort of Army or Navy test planes from the nearby test centers on the deserts of Southern California. The objects resembled the pictures that I have seen of the XF5U-1, the so called "Flying Flapjack" that the Navy is testing. At approximately 1415 I went back into the yard to sit and lie in the shade. At this time the objects reappeared going from North to South, although this time there were only seven of the articles. When I first saw the original ten objects they were flying in a "V" formation with one object seemingly straggling in the rear of the formation. When the objects appeared the second time they were still in the "V" formation although there was only seven of the objects at this time. I remember at this time that I told the lad, who was still working on the lawn, that probably three of the objects had proceeded back to their base on a different course. I actually thought that this was the case, that the other three objects had probably come back to their base on the other side of the mountains from Bakersfield. I am truly convinced that the articles I saw are actually some sort of flying machines although I cannot say from where they came or to where they were going.

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HEADQUARTERS FOURTH AIR FORCE
OFFICE OF THE COMMANDING GENERAL
HAMILTON FIELD, CALIFORNIA

4AFDA 110
333.6, ID

SUBJECT: Investigation of "Flying Discs"

TO: Commanding General, Army Air Forces, Washington 25, D. C.
ATTENTION: AC of AS-2

1. Attached statement and newspaper clipping forwarded your office per request of TWX from Headquarters Air Defense Command, Mitchel Field, New York, dated 10 July 47.

2. Information copy furnished Headquarters Air Defense Command.

FOR THE COMMANDING GENERAL:

Julian J. Turner
Lt. Col., AGD
Asst. Adjutant General

Incls:
1. Statement re RANKIN, dtd 30 Jul.(dup)
2. Newspaper clipping, dtd 3 Jul (dup)

CONFIDENTIAL

PORTLAND, OREGON
30 July 1947

C-O-N-F-I-D-E-N-T-I-A-L

On 30 July 1947 by standard mailing, Mr. H. A. Simpson Street, Portland, Oregon was interviewed by this agent and stated in substance as follows:

My name is Walter Rankin. I am 47 years old and have flown since I was eighteen years old. I first soloed in an air craft in 1919. I have flown over all the western parts of the United States many times and have mapped a lot of the western part of the United States during the years before the late war for the U.S. Forest Service. I am familiar with almost every part of the western United States. During a great part of my life I have done stunt flying for air shows and various other types of aeronautical exhibitions. My brother was Earl Rankin who was quite well known in both civilian and military flying circles for many years before his death and during the late war ran a number of flying cadets through primary training schools owned and operated by him. To date I have accumulated 7000 hours in the air as pilot of both civilian and military aircraft. I am well acquainted with most articles that one would see in the air and I feel that I am well qualified to say when I see articles flying through the air, although I would not attempt to say that I am infallible and state that I could infallibly identify every object that might be flying through the air. The following is an account of what I saw on 14 June 1947 from the yard of my home at 1411 South 9th St., Bakersfield, California.

At approximately 1200 noon on the 14 of June I was lying in the front yard of my home. There was a lad mowing the lawn at the time. I looked up into the sky and saw two articles flying from the South to the North at what I would judge to be 6500 ft. The objects were flying at approximately what I would judge to be 350 miles per hour. As I have stated before, I have done quite a lot of map work for the US Forest Service. I distinctly remember that at the time I saw the articles I mentioned it to the lad who was mowing the lawn at the time. I told the lad that the objects were in all probability some sort of Army or Navy test planes from the nearby test centers on the deserts of Southern California. Having quite a knowledge of aircraft in general I attempted to explain to the lad mowing the lawn that the objects were probably on some sort of training mission for either the Army or Navy. At that time I did not give the slightest thought to anything but that the objects were some sort of test ship for the Government Services. The objects resembled the pictures that I have seen of the XP50-1, the so called "Flying Flapjack" which that the Navy is testing. After the objects disappeared I proceeded into the house and had my noon meal. At approximately 1415 I went back into the yard to sit and lie in the shade. At this time the objects reappeared going from South to North, although this time there were only seven of the articles. When I first saw the original ten objects they were flying in a "V" formation with one object seemingly straggling in the rear of the formation. When the objects appeared the second time they were still in the "V" formation although there was only [illegible] of the objects at this time. I remember at this time that I told the lad, who was still working on the lawn, that probably three of the objects had proceeded back to their base on a different course. I actually thought that had been the case, that the other three objects had probably gone back to their base on the other side of the mountains from Bakersfield. A week or so later I read of my friends parents claiming that he had seen articles flying through the air over the Kern mountains in

Washington I realized that the articles that I saw were probably the same thing. I was still reluctant to mention this to anyone thinking that they would probably say that I was crazy. After some time I mentioned the incident to the editor of the "Oregonian", a Portland, Oregon newspaper. At this time I was in Portland for the remainder of the summer. The results of the conversation with the editor of the paper is put forth in the accompanying newspaper article.

I fully realize that this is a broad statement in view of the fact that there has been so much publicity put forth in various newspapers of the country. I am of sound mind in every respect and I am firmly convinced that the articles I saw are actually some sort of flying machines although I cannot say from where they came or to where they were going. I say what I have said with no idea of publicity or personal gain.

SIGNED Richmond Rankin
Richmond Rankin
Portland, Oregon
30 July 1947

"I [illegible] Portland, Oregon
3 July 1947

Pilot Recalls Seeing Discs

Dick Rankin Tells Of Odd Aircraft

More reports of "flying flapjacks" turned up Wednesday once from no less than Dick Rankin, brother of the late Tex Rankin, and himself an experienced pilot of more than 7000 hours flying time.

Rankin, who is recovering from an old back injury received in an automobile accident, came to Portland over the week end to spend the summer. He saw the "saucers" over Bakersfield, Cal. [illegible] bring on he [illegible] bathing he told The Oregonian.

[illegible] reluctant to say much about them, Rankin said, "but [illegible] I noticed all the hullabaloo in the papers. I puzzled over their strange shape for a while and finally concluded that they were the navy's new XF5U-1 flying flapjacks which are thin and round, with twin propellers and stubby [illegible]."

Only One XF5U-1 Built

"The navy and the manufacturer have announced officially that only one such machine was built and that it never left Connecticut.

"These planes were flying high, maybe 3000 feet and fast as [illegible] about 300 or 400 miles [illegible]

Plane Ve[illegible] 'Flying S[illegible]

PORTLAND, Ore., Ju[illegible] The report of a lo[illegible] coast pilot was adde[illegible] to the growing accou[illegible] saucers" over the we[illegible]

Richard Rankin, ve[illegible] than 7,000 hours in th[illegible] saw the much-deba[illegible] disks high over Bak[illegible] and going "maybe 30[illegible] an hour."

There were ten in [illegible] ing north, he told a [illegible] when "they returned [illegible] course, headed [illegible] only seven.

"ALMOST ROUND."

"I couldn't make ou[illegible] or location of their p[illegible]

Veteran Airma[illegible] of 'Flying Sau[illegible]

Portland, Ore., July 2 (AP) — The report of a long-time [illegible] Coast pilot was added today to the growing accounts of "flying saucers" over the West.

Richard Rankin, veteran of [illegible] than 7,000 hours in the air, said he saw the much-debated mysterious disks over Bakersfield, Calif., and going "maybe 300 or 400 miles an hour."

There were ten in formation flying north, he told a reporter, but when "they returned on the reverse course, headed south, there were only seven."

[illegible] making the report [illegible] Salem, Ore.

Veteran Pilot Spots Ten Flying Disks

BY [illegible]

Seen at Bakersfield, Calif., Also Over Portland

PORTLAND, Ore., July 2 (AP) — The report of a long time West Coast pilot was added today to the growing accounts of "flying saucers" over the West.

Richard Rankin, veteran of more than 7,000 hours in the air said he saw the much-debated mysterious disks over Bakersfield, Calif. and going "maybe 300 or 400 miles an hour."

There were ten in formation flying north, he told a reporter, but when "they returned on the reverse course, headed south, there were only seven."

"I couldn't make out the number or location of their propellers, and couldn't distinguish any wings or tail," he said. "They appeared almost round."

Mr. Rankin said he saw them June 23, but hesitated to describe what he saw until he noted others were reporting the same thing.

New reports meanwhile came in from three Oregon cities, Astoria, Madras and Portland. Mr. and [illegible] said they saw at least ten of the "saucers" winging noiselessly high over the Columbia River yesterday.

JUL 3 1947

[illegible] back." The Navy since has announced it has only one XF5U-1, and it has not left Connecticut.

New reports meanwhile came in from three Oregon cities, Astoria, Madras and Portland. The Portland [illegible] making the report, Mr. and Mrs. Herbert Ballou, said they distinguished stories about the "saucers" when they saw at least ten of them winging noiselessly high over the Columbia River yesterday.

Manager Seized At Dude Ranch

[illegible]

rienced pilot of more than 7000 hours' flying time.

Rankin, who is recovering from an old back injury received in an automobile accident came to Portland over the week end to spend the summer. He saw the "silver saucers" near Bakersfield, Cal., June 23, while lying on the lawn sun bathing, he told The Oregonian.

"I hesitated to say much about them," Rankin said, "until I noticed all the hullabaloo in the papers. I puzzled over the strange shape for a while and finally concluded that they were the navy's new XF5U-1 flying flapjacks, which are thin and round, with twin propellers and stubby tail.

Only One XF5U-1 Built

"The navy and the manufacturer have announced officially that only one such machine was built and that it never left Connecticut.

"These planes were flying high, maybe 8000 feet, and fast, about 300 or 400 miles an hour. I first counted ten of them in formation going north. About 2:15 P. M. they returned on the reverse course, headed south. But there were only seven in the formation.

"They were not weaving or bobbing in formation. I couldn't make out the number or location of their propellers and couldn't distinguish any wings or tail. They appeared almost round. They looked like pictures of the navy's flying flapjack," Rankin said.

Rankin, who plans to spend the summer here at 320 N. E. Simpson street, is now able to resume a little flying for fun but not commercially, he said. He now operates a string of tourist courts spending his winters at Palm Springs.

Two Descriptions Check

Rankin's description of the mysterious aerial objects agrees with that of Kenneth Arnold, Boise, Idaho, business man, who first reported them over the state of Washington, except that Arnold clocked them at an estimated 1200 miles an hour.

Other reports came Wednesday from Astoria.

Jack Hayes, patient in St. Mary's hospital there, said he saw ten of the discs Monday flying southward at a rapid speed and then they vanished behind the hills.

Mrs. Earl Seada, Fort Stevens, said she saw a disc traveling north over Fort Stevens Tuesday noon, and that other observers saw the same object.

The army at Fort Stevens and the coast guard at nearby Point Adams did not see the discs.

The report of a Centralia, Wash., man Wednesday considered as matter of time with the original report made by Arnold. Kenneth B. Gallagher of Centralia said he saw nine skimming flying objects flying north at 2:11 June 24. He was visiting Wash., at the time.

PORTLAND, Ore., July 2 (AP).—The report of a long-time West Coast pilot was added today to the growing accounts of "flying saucers" over the West.

Richard Rankin, veteran of more than 7,000 hours in the air, said he saw the much-debated mysterious discs over Bakersfield, Calif., and going "maybe 300 or 400 miles an hour."

There were ten in formation flying north, he told a reporter but when "they returned on the reverse course, headed south, there were only seven.

"I couldn't make out the number or location of their propellers, and couldn't distinguish any wings or tail," he said. "They appeared almost round."

Mr. Rankin said he saw them June 23, but hesitated to describe what he saw until he noted others were reporting the same thing.

New reports meanwhile came in from three Oregon cities—Astoria, Madras and Portland. Mr. and Mrs. Herbert Ballou, of Portland, said they saw at least ten of the "saucers" winging noiselessly high over the Columbia River yesterday.

Veteran Airm[illegible] of 'Flying Sau[illegible]

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There were ten in formation flying north, he told a reporter when "they returned on the reverse course, headed south, there were only seven."

Leaders naming [illegible] Mrs. Herbert Ballou, said

JUL 3 1947

experimental Navy "Flying flapjack." The Navy's [illegible] has announced has only one XF5U-1, and it has not left Connecticut.

New reports, meanwhile, came in from three Oregon cities—Astoria, Madras and Portland. The Portlanders making the report, Mr. and Mrs. Herbert Ballou, said they disbelieved stories about the "saucers" until they saw at least ten of them winging noiselessly high over the Columbia River yesterday.

Rankin, and himself an experienced pilot of more than 7000 hours' flying time.

Rankin, who is recovering from an old back injury received in an automobile accident, came to Portland over the week end to spend the summer. He saw the "silver saucers" over Bakersfield, Cal., June 23, while lying on the lawn sun bathing, he told The Oregonian.

"I hesitated to say much about them," Rankin said, "until I noticed all the hullabaloo in the papers. I puzzled over their strange shape for a while and finally concluded that they were the navy's new XF5U-1 flying flapjacks, which are thin and round, with twin propellers and stubby tail."

Only One XF5U-1 Built

"The navy and the manufacturer have announced officially that only one such machine was built and that it never left Connecticut."

These planes were flying high, maybe 9000 feet and fairly fast, about 300 or 400 miles an hour, the first rounded ten of them in formation going north. About 2:15 P. M. they returned on the reverse course, headed south. But there were only seven in the formation.

"They were not weaving or bobbing in formation. I couldn't make out the number or location of their propellers and couldn't distinguish any wings or tail. They appeared almost round. They looked like pictures of the navy's flying flapjack," Rankin said.

Rankin, who plans to spend the summer here at 824 N. E. Sumner street, is now able to resume a little flying for fun, but not commercially, he said. He now operates a string of auto courts, spending his winters at Palm Springs.

Two Descriptions Check

Rankin's description of the mysterious aerial objects agrees with that of Kenneth Arnold, Boise, Idaho, business man, who first reported them over the state of Washington, except that Arnold clocked them at an estimated 1200 miles an hour.

Other reports came Wednesday from Astoria.

Jack Hayes, patient in St. Mary's hospital there, said he saw two of the discs Monday flying southward at a rapid speed and that they vanished behind the hills.

Mrs. Earl Seads, Fort Stevens, said she saw a disc traveling north over Fort Stevens Tuesday noon, and that other observers saw the same object.

The army at Fort Stevens and the coast guard at nearby Point Adams did not see the discs.

The report of a Centralia, Wash., man Wednesday coincided in matter of time with the original report made by Arnold. Sidney B. Gallagher of Centralia said he saw nine disembodied round objects flying north at 3 P. M. June 24. He was working 11 miles southwest of Mineral, Wash., at the time.

Flying Saucers June 23

PORTLAND, Ore., July 2. (AP)—The report of a long-time west coast pilot was added Wednesday to the growing accounts of "flying saucers" over the west.

Richard Rankin, veteran of more than 7,000 hours in the air, said he saw the much-debated mystery disks high over Bakersfield, Calif., and going "maybe 300 or 400 miles an hour."

There were ten in formation flying north, he told a reporter, but when "they returned on the reverse course, headed south, there were only seven."

"ALMOST ROUND."

"I couldn't make out the number or location of their propellers and couldn't distinguish any wings or tail. They appeared almost round."

Believed stories about the "saucers" until they saw at least ten of them winging noiselessly high over the Columbia river Tuesday.

Still another such account came from four states away. At Albuquerque, N. M., Max Read, Chamber of Commerce executive, told of seeing "a disc-like black object following a zig-zag path in the northwestern sky" only Tuesday night. It disappeared in about half a minute, he said.

There have been similar reports the past several days from other points in New Mexico, west Texas and Oklahoma.

Veteran Airman Joins Ranks of 'Flying Saucer' Witnesses

Portland, Ore., July 2.—(AP)—The report of a long-time West Coast pilot was added today to the growing accounts of "flying saucers" over the West.

Richard Rankin, veteran of more than 7,000 hours in the air, said he saw the much-debated mystery discs high over Bakersfield, Calif., and going "maybe 300 or 400 miles an hour."

There were ten in formation flying north, he told a reporter but when "they returned on the reverse course headed south, there were only seven."

Modern mazing ... reports Mrs. Herbert Ballou, told

"I couldn't make out the number or location of their propellers and couldn't distinguish any wings or tail. They appeared almost round," he said.

Rankin said he saw them from the ground on June 23 but hesitated to describe what he saw until he noted others were reporting the same thing.

A fired, he continued, he assumed he had seen the XF-5U-1, the experimental Navy "flying flapjack." The Navy since has announced it has only one XF-5U-1, and it has not left Connecticut.

New reports, meanwhile came in from three Oregon cities, Astoria, Madras and Portland. The Portlanders making the report, Mr. and Mrs. Herbert Ballou, said they disbelieved stories about the "saucers" until they saw at least ten of them winging noiselessly high over the Columbia River yesterday.

Incident
AAF 1208 I
14 July 1947

MEMORANDUM FOR THE OFFICER IN CHARGE:

1. On 10 July 1947, a check was made at the following locations in Palm Springs, California for the purpose of trying to locate Mr. Richard Rankin: Palm Springs Police Department, Palm Springs Newspaper, "The Desert Sun", Palm Springs Water Company, Southern California Gas Company, Palm Springs Telephone Company, Palm Springs Employment Office, Palm Springs Chamber of Commerce, Royal Palms Hotel, 5 Palm Springs real estate offices, and the City Offices of Palm Springs including waste disposal, water rights, tax records and etc. No record of Mr. Rankin existed in any of the above mentioned offices.

2. On 11 July 1947, Mr. Ryland W. Gorham, Postmaster of Palm Springs, California for the past 14 years was interviewed. Mr. Gorham stated that he had lived in Palm Springs for the past 24 years and that he was unsure if a person named Richard Rankin had ever lived in Palm Springs. Mr. Gorham stated that due to the fact that Palm Springs is a resort area and due to the fact that in the summer months only 3 to 5 thousand people resided in Palm Springs, whereas in the winter months 10 to 12 thousand resided in Palm Springs, it was very possible that Mr. Rankin could have lived in Palm Springs more or less on a non-permanent status and he, Mr. Gorham, not being aware of it.

A check of General Delivery records revealed a letter addressed to Mr. Richard Rankin, Palm Springs, mailed from Cicero, Indiana, postmarked at Cicero, Indiana July 1947, at 5 P.M. The return address on the envelope was listed as the Gospel Tract Worker, Route 1, Cicero, Indiana. Mr. Gorham permitted the contents of the envelope to be examined inasmuch as the contents was 3rd Class material and the envelope not sealed. The records were of a religious nature concerning the sad plight of American non-church goers, the second coming of Christ and etc. Superintendent of Mails was contacted by Mr. Gorham and stated that there was a Mr. Richard Rankin who had received mail through the general delivery office of the Palm Springs Post Office, but that the last mail, other than the letter mentioned above, came through the Post Office approximately two years ago. The Superintendent of Mails seem to have a very uncanny memory and recalled where the mail coming in for Rankin had been addressed to. This mail was addressed to Mr. Richard Rankin in care of a trailer camp located in Palm Springs. On calling the trailer camp office, it was found that Mr. Richard Rankin had lived in the camp but departed approximately two years ago and left no forwarding address. Investigation is continuing in an effort to locate Mr. Rankin and obtain a statement from him.

FRANK M. BROWN, S/A, CIC 4th AF

Incident
MF 1206 I
14 July 1967

MEMORANDUM FOR THE OFFICER IN CHARGE

1. On 10 July 1967, a check was made at the following locations in Palm Springs, California for the purpose of trying to locate Mr. Richard Rankin: Palm Springs Police Department, Palm Springs Newspaper, "The Desert Sun", Palm Springs Water Company, Southern California Gas Company, Palm Springs Telephone Company, Palm Springs Employment Office, Palm Springs Chamber of Commerce, Royal Palms Hotel, 5 Palm Springs real estate offices, and the City Offices of Palm Springs including waste disposal, water rights, tax records and etc. No record of Mr. Rankin existed in any of the above mentioned offices.

2. On 11 July 1967, Mr. Ryland H. Gorham, Postmaster of Palm Springs, California for the past 14 years was interviewed. Mr. Gorham stated that he had lived in Palm Springs for the past 24 years and that he was unaware if a person named Richard Rankin had ever lived in Palm Springs. Mr. Gorham stated that due to the fact that Palm Springs is a resort area and due to the fact that in the summer months only 3 to 5 thousand people resided in Palm Springs, whereas in the winter months 10 to 12 thousand resided in Palm Springs, it was very possible that Mr. Rankin could have lived in Palm Springs more or less on a non-permanent status and he, Mr. Gorham, not being aware of it.

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FRANK M. BROWN, S/A, CID Det

Pilot Says He Saw "Flying Saucers"

PORTLAND, Ore., July [illegible] — The report of a long-time West Coast pilot was added today to the growing accounts of "flying saucers" over the West.

Richard Rankin, veteran of more than [illegible] hours in the air, said he saw the much-debated objects, disks high over Bakersfield, Calif., and going maybe 300 or 400 miles an hour.

There were 18 in formation flying north, he told a reporter, but when "they returned on the reverse course, headed south, there were only seven."

I couldn't make out the number or location of their propellers and couldn't distinguish any wings or tail. They appeared almost round," he said.

Rankin said he saw them June 25, but hesitated to describe what he saw until he noted others were reporting the same thing.

1/5

4

'Saucers' Flying in Formation Seen Over California by Veteran Pilot

[illegible]

[illegible] Pacific coast pilot Richard Rankin today reported seeing the flying saucers over California.

The southwest [illegible] saucers [illegible] were questioned where they said were high over Bakersfield June 30, said Rankin, a former Portland resident who now lives in Palm Springs, Calif.

These objects were maybe 3000 feet up and fairly fast maybe 300 or 400 miles an hour. I first counted 10 of them in formation going north. About 2:15 p.m. they returned in the reverse course heading south but there were only [illegible] in formation. I couldn't make out the number of [illegible] on their propellers and couldn't distinguish any wings or tail. They appeared almost round. They looked just like pictures of the saucers. Flying Flapjack," Rankin told a reporter.

The navy, however, has reported Flying Flapjack—the XF5U-1—has never left Connecticut.

Rankin, brother of the late stunt pilot Tex Rankin and a flier with more than 4000 hours in the air himself, said he hesitated to report what he saw until he read where others had reported the "saucers." He said he observed them from the ground.

Meanwhile new reports came in from Pacific Northwest residents. Two Portlanders, Mr. and Mrs. Herbert Ballard, who said they didn't believe the stories when they read it in the newspapers, reported they saw at least 10 of them flying noiselessly over the Columbia river about noon today.

Shortly after Mrs. R. A. Hunt, wife of the Jefferson county agent at Madras, 100 miles south-east of Portland, said she saw six of them high overhead.

Incident # 29

Incident # 30

TRANSCRIPT OF LONG DISTANCE TELEPHONE CONVERSATION

28 January 1948

[illegible]

Mr. Loedding, Hodgeck 7111 - 51204, Air Intelligence, Wright Field, Dayton, Ohio

[illegible]

Col. B. G. Davis, Jr., Commanding Officer, 165d Fighter Wing, LAAB, Colo. 17, O.

Subject: Request for Information re: objects in the sky

Mr. L.: Colonel Davis, this is Mr. Loedding, Air Intelligence, Wright Field. I understand that a conversation took place January 7, Wednesday, between Godman Field, Kentucky and your base at Lockbourne regarding an unidentified flying object.

Col. D.: If it did I am not aware of it Mr. Loedding. I read about it in the Air Force Times yesterday. A statement about Col. Hicks saying something looked like a flying saucer. That is all I know about it.

Mr. L.: Capt. Duels said there was a call from Lockbourne Air Base and they were assisting in this thing.

Col. D.: I personally know nothing of that Mr. Loedding.

Mr. L.: I wonder if you could make an investigation - and think if somebody in the tower did see it, maybe you could call me back and I could come there and talk to somebody. Like to interrogate them.

Col. D.: Whether anybody on this station saw a foreign object in the air -

Mr. L.: and whether they discussed it with anyone - particularly Godman Field. If you call me and I will drive over and talk to them.

Col. D.: Shall I call you in case I don't find anybody?

Mr. L.: It would be a good idea to call me when you find out. My number is 51204, Hodgeck 7111, Wright Field.

Col. D.: I will be glad to do that Mr. Loedding.

Mr. L.: I will appreciate it, Colonel. What is your extension?

Col. D.: Mr. [illegible] 5th.

Mr. L.: Thank you very much, sir.

1/13/48 [illegible] [illegible] [illegible] [illegible] [illegible]

TRANSCRIPT OF LONG DISTANCE TELEPHONE CONVERSATION

15 January 1948

[redacted]

Mr. Loedding, Rockbrook 7111 - 21206, Air Intelligence, Wright Field, Dayton, Ohio

[redacted]

Col. B. O. Davis, Jr., Commanding Officer, 332d Fighter Wing, LAAB, Colo. 17, O.

Subject: Request for Information re: objects in the sky

Mr. L.: Colonel Davis, this is Mr. Loedding, Air Intelligence, Wright Field. I understand that a conversation took place January 7, Wednesday, between Godman Field, Kentucky and your base at Lowbourne regarding an unidentified flying object.

Col. D.: If it did I am not aware of it Mr. Loedding. I read about it in the Air Force Times yesterday. A statement about Col. Hicks saying something looked like a flying saucer. That is all I know about it.

Mr. L.: Capt. Dugler said there was a call from Lowbourne Air Base and they were assisting in this thing.

Col. D.: I personally know nothing of that Mr. Loedding.

Mr. L.: I wonder if you could make an investigation - and think if somebody in the tower did see it, maybe you could call me back and I could come there and talk to somebody. Like to interrogate them.

Col. D.: Whether anybody on this station saw a foreign object in the air -

Mr. L.: and whether they discussed it with anyone - particularly Godman Field. If you call me and I will drive over and talk to them.

Col. D.: Shall I call you in case I don't find anybody?

Mr. L.: It would be a good idea to tell me what you find out. My number is 21206, Rockbrook 7111, Wright Field.

Col. D.: I will be glad to do that Mr. Loedding.

Mr. L.: I will appreciate it, Colonel. What is your extension?

Col. D.: Mr. [illegible] extension [illegible].

Mr. L.: Thank you very much, sir.

[illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 30

1. Date 7 January 1948
2. Time 1985 EST
3. Location Lockbourne Army Air Base, Columbus, Ohio
4. Name of observer Charles E. McKee, Capt. USAF
5. Occupation of observer Asst. Operations Officer (Pilot)
6. Address of observer Airdrome Operations, Lockbourne AAB, Columbus, Ohio
7. Place of observation Runway 25 Overhead approach
8. Number of objects 1
9. Distance of object from observer First 4-5 miles Southwest of Base
   Second time 6-7 miles West and moved weakly in a hovering manner
10. Time in sight Not stated
11. Altitude 3000 ft approximately
12. Speed slow
13. Direction of flight West
14. Tactics Flashed on and off, on westward flight appeared to be fading [redacted]
15. Sound No noise
16. Size Large size of a flood light
17. Color white later yellowish to orange
18. Shape Oval as if looking at spot light
19. Odor detected Not stated
20. Apparent construction Like a spot light
21. Exhaust trails [redacted] streaks like a jet effect out from right (according to Mr. Boudreaux on "square" box.
22. Weather conditions Sky solid overcast
23. Effect on clouds Not stated
24. Sketches or photographs None
25. Manner of disappearance Descending and turning out
26. Remarks: (Over)

RESTRICTED

Very bright white light southwest of the field. The light did not cast a beam and seemed the size of a flood light. From the ground the light appeared to move westward. It was further west and lower than I saw it in the air, also the light was similar to that of a lantern light in it that it was glimmering. The light varied yellowish to orange and appeared to be descending and burning off. The latter observation may be that in its westward movement it appeared to be falling out and descending however the light was not nearly as bright on the second observation. At first it was very white and did not appear to be moving though when it flashed on and off it appeared as in a x fash descent. With the naked eye I could at no time make out any shape other than the light being oval shaped as though looking at a large spot light. It was not a heavenly body of any type in that the sky was solid overcast in the Lockbourne area and the object's movement outweighs such a thought. |I heard no noise in connection with the object. I estimated at the first observation that it was 4-5 miles southwest of the base. At the second appearance it was 6-7 miles West and moved Westerly in a hovering manner but moving away.

[redacted]

(To be filled out and retained in files)

1. Date of Observation . [redacted] . . . . .
2. Time of Observation . [redacted] . . . . .
3. Where was Object(s) Sighted . [redacted] . . . . . .
4. Observer's Position . . . [redacted] . . . . . .
   (i.e. ground, air, control tower, etc.)
5. Name and Address of Observer . [redacted] . . . . . .
   . . . [redacted] . . [redacted] . . . . . .
6. Occupation and/or Hobbies . . [redacted] . . . . . .
7. Attention Attracted to Object (s) By . . . . . .
8. Number of Object(s) Sighted . . [redacted] . . . . . .
9. Size of Object(s) . [redacted] . . . . . .
10. Color of Object(s) . [redacted] . . . . . .
11. Shape (Sketch if Possible) . [redacted] . . . . . .
12. Nature of Luminosity . . . . . .
13. Estimated Distance of Object from Observer . [redacted] 1,000 Ft.
    (Approx 3 Miles away)
14. Speed of Object(s) . . [redacted] . . . . . .
15. Time in Sight . [redacted] . . . . . .
16. Tactics . [redacted] . . . . . .
17. Sound Made by Object(s) . [redacted] . . . . . .
18. Direction of Flight of Object(s) . [redacted] . . . . . .
19. Apparent Construction (If What Material or Substance) . . . . . .
20. Effect of Objects on Clouds and/or Jet Trail [redacted] .
    [redacted] . . . . . .
21. Weather Conditions Existing at the Time . [redacted] . . . . . .
22. Peculiarities Noted . . . . . .
23. Summary of Incident . [redacted]
    [redacted] . . . . . .
    (Attach a Separate Sheet if Additional Space is Needed)

the same color (blue amber) as the object. Visible for 20 Min .
Was 3-5 miles away. Appeared to be in the vicinity of Commerchill Point.
Definately not a Star,Element or Astronical Body, Balloon, Flare, Dirigible
Military or other Aircraft.

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 7 January 1948 Incident # 50

2. Time between 1931 and 1930 EST Later 1935 to 1940

3. Location Lockbourne AAF, Columbus, Ohio

4. Name of observer Mr. Boudreaux

5. Occupation of observer Tower Operator

6. Address of observer Lockbourne AAF, Columbus, Ohio

7. Place of observation Tower, Lockbourne AAF, Columbus, Ohio

8. Number of objects 1

9. Distance of object from observer Not stated

10. Time in sight about 15 minutes

11. Altitude Not stated

12. Speed Not stated

13. Direction of flight Southwest

14. Motion [redacted] Bobbed up and down

15. Sound [redacted] None

16. Size [redacted] Narrow

17. Color White to amber as it moved southwest it changed from amber to red

18. Shape Glowing object with a cone-shaped streak to the right

19. Odor detected Not stated

20. Apparent construction Not stated

21. Exhaust trails Bluish streaks like a jet effect out from the right

22. Weather conditions Sky overcast

23. Effect on clouds Not stated

24. Sketches or photographs None

25. Manner of disappearance went out

26. Remarks: (over)

RESTRICTED

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Sar that he thought was a star but then he noticed the sky was overcast so it couldn't have been a star. It was a glowing object with a cone-s and streak to the right. It glowed from white to amber. He says he first noticed it over the Lockbourne Power Plant; just southwest of here. The object was moving southwest and it changed from amber to red and then disappeared. Mr. Bourmaux, said the light was what he had been watching about 15 minutes or so and that through the field glasses it appeared to have bluish steaks like a jet effect out from the right. He stated that it went out while Capt. McGee was in the pattern. During the conversation he said it could be seen again (1935-1940).

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 7 January 1948 Incident # 30a

2. Time Around 1940

3. Location Lockbourne AAB, Columbus, Ohio

4. Name of observer Mr. Mieslo

5. Occupation of observer RF Operator, Lockbourne Control Tower

6. Address of observer Lockbourne AAB, Columbus, Ohio

7. Place of observation Ground, Lockbourne AAB

8. Number of objects 1

9. Distance of object from observer An estimated 5 miles - altho rpts f/Godman Fld, Clinton Cy Airport & relayed rpt f/Columbus, O, indicated much greater distance

10. Time in sight Around 15 minutes

11. Altitude 5,000 ft

12. Speed 500 MPH - as indicated by rpts f/Godman Fld & Clinton Cy airport

13. Direction of flight Appeared to hover but performed elliptical, counter-clock wise course when it descended to horizon (4°) remained stationary (3°) returning original position (3°)

14. Tactics See 13

15. Sound No sound

16. Size About size of runway light when viewed from 500 ft - apparently enormous - see 9 above

17. Color Red to amber-yellow

18. Shape Circular

19. Odor detected N/S

20. Apparent construction N/S

21. Exhaust trails Thin wisp of trail five times diameter of object

22. Weather conditions High overcast

23. Effect on clouds N/S - was under overcast

24. Sketches or photographs None

25. Manner of disappearance Faded and lowered into horizon

26. Remarks: (over)

RESTRICTED

RESTRICTED

Object first seen 15° above horizon in the West-Southwest of Lockbourne emitting a ruddy red light which changed to an amber-yellow at intervals not exceeding 1 to 2 seconds. Its size and magnitude were greater than that of any star - a good comparison of the size and magnitude would be a runway light at full intensity viewed from a distance of 500 ft. Shape - circular with the exception of a thin wisp of tail extending towards the horizon, the tail being 5 times the diameter of the object in length. For approximately 10 minutes it remained motionless, thereupon it descended to the horizon in about 4°, hovered on the horizon in 3°, then ascended to its original position in about 3°, the course being elliptical, counter clockwise. It then faded and lowered toward the horizon disappearing at 1955. No sound was heard from the object at any time.

Note: Object appeared about 5 miles from Lockbourne, however info received f/Godman Fld and Clinton County Tower plus a relayed report from a pilot over Columbus, O., indicated that they all had observed a similar phenomenon in the same general direction and position at the same time.

RELIABILITY: Witness spent 37 mos in AF in communications work including C. W. and Control Tower Operation. Holds valid CAA Certificate for Control Tower Operator and Aircraft Communications and has worked at Lockbourne in this type of work for over 1-1/2 yrs. Enthusiast of astronomy.

CORROBORATED ACCOUNT: See also Incidents 30, 30a and 30b.

RESTRICTED

Report of Foreign Object in Sky

Major Campbell, 3324 Fighter Group.

No information came out of critiques while the Fighter Group was at Godman Field to indicate the appearance of any foreign objects in the sky. Pilots were questioned as to whether they had seen anything unusual while flying in this vicinity, or had contacted anyone at Godman Field, and replied in the negative. Maj. Campbell, personally, has not noticed anything unusual.

Capt. Watson investigated and received the following information:

Mr. Boudreaux, Tower Operator. He says he saw what he thought was a star but then he noticed the sky was overcast so it couldn't have been a star. It was a glowing object with a cone-shaped streak to the right. It glowed from white to amber. He says he first noticed it over the Lockbourne Power Plant; just southwest of here. The object was moving southwest and it changed from amber to red and then disappeared. This happened between 1915 and 1920 EST on 7 January. The only thing he did was to talk to Capt. McGee about it and Mr. Zimele, the DF Operator.

Mr. Zimele, DF Operator. He says he saw it too before he and Mr. Boudreaux got together. Both observed it at the same time but didn't talk it over until after the thing had appeared and said each was looking at it without knowing it. He saw a strange light that faded out and came back again. This light was west southwest of the field about 15° above the horizon. The light was much brighter than a star and appeared to be hanging motionless in the sky. It changed from ruddy red to amber and then to yellow and then back to red. It dipped to the horizon and took again several times. It also made several circles and it appeared to have a streak to the right of it.

Capt. McGee, Assistant Operations Officer: He saw the same thing about 1920 EST. He was flying at the time. He noticed a bright and unusual light southwest of Lockbourne and at first it looked like a spotlight but then pointing it there was no beam from the light at its source. As he turned on final approach to land he noticed that the light disappeared as if it had been turned off. After he landed he gave it no further concern until he walked into Operations and the tower operator asked him if he had seen the light. Immediately after this conversation the Tower Operator called him outside the building to look again because the light had reappeared. The light appeared further west and much lower in the sky. The color had changed from a white color to an orange color. It continued to flicker and move westward and appeared to go out.

Around 1530 7 January, the P-61s in Kentucky were facing the object, whatever it was supposed to be. About 1635 one of them crashed up and conclusions were drawn by the men in the Lockheeds tower. This P-61 was stationed at Mitchel Field and Flight Service at Patterson Field was giving Flight Service at Middletown a summary of what had taken place during the afternoon. It seems that the conversation picked up again between Patterson Flight Service and Olmstead Flight Service around 1945 and at this time Mr. Hisele and Mr. Schadrenn told Flight Service at Patterson Field that they had seen a few minutes earlier, i.e., around 1915 - 1920, with regard to this light and also at the same time Clinton County broke in on the conversation and told them they had seen the same thing, and by some manner of means Godman Field got in on the conversation and told Flight Service they were observing the same phenomena - this happened at 1948.

The crash-up referred to was just something that was heard about over the inter-phone, but definite information regarding the light was given to Patterson Field Flight Service at 1948, 7 January.

Form No. 10-[illegible] (5 Aug 42)

HEADQUARTERS, 332d FIGHTER WING
LOCKBOURNE ARMY AIR BASE
GRU/jo

IN REPLY REFER TO

COLUMBUS, OHIO

AL 313.3

20 January 1943

SUBJECT: Letter of Transmittal

TO: Commanding General
Air Material Command
Wright Field,
Dayton, Ohio
ATTENTION: Mr. Loedding, Air Intelligence

Transmitted herewith letter, Subject: Report of Unusual Circumstance, dated 16 January 1943, which is the statement of Mr. Frank Bisele, civilian tower operator at this station. This statement is furnished in compliance with the request of Mr. Loedding, Air Intelligence Section, your station, who recently visited Lockbourne.

FOR THE COMMANDING OFFICER:

Owen E. Hague

OWEN E. HAGUE
1st Lt., USAF
Adjutant

1 Incl.
Rpt of Unus Cir, 16 Jan 43,
Frank Bisele (quad)

DETACHMENT 733RD AF BASE UNIT
103RD AACS SQUADRON
LOCKBOURNE ARMY AIR BASE
Columbus 17, Ohio

16 January 1948

SUBJECT: Report of Unusual Circumstance.

TO: Commanding Officer, 332d Fighter Wing, Lockbourne Army Air Base, Columbus 17, Ohio.

At approximately 1940 hours January 7, the Control Tower operator advised me that he had been observing a strange light in the Southwest for sometime. However by the time I reached the entrance steps in front of the operations building the light had disappeared. I had not returned to my position for more than 2 minutes when the tower operator advised the light had again appeared. I returned to the operations steps and this time I saw the object.

It was 15 degrees above the horizon to the West Southwest of Lockbourne, emitting a ruddy red light changing to an amber-yellow at intervals not exceeding 1 to 2 seconds. Its size and magnitude was greater than that of any star. A good comparison of size and magnitude would be with one of the runway lights turned on at full intensity as viewed from a distance of 500 feet.

Its shape appeared to be circular with the exception of a thin wisp of tail extending towards the horizon the tails length being 5 diameters of the object long. From the time I first saw the object to approximately 1950 hours, it appeared to remain motionless in the sky. At this time the object descended to the horizon in an interval of about 4 seconds, hovered on the horizon for about 3 seconds, and then ascended to its original position in an interval of 3 seconds. Its course was eliptical, counter clock wise. It then faded and lowered towards the horizon and disappeared at 1955 hours. There was no sound audible from the object at any time.

Its distance appeared to be about 5 miles from Lockbourne. however, information received from Clinton County Tower that they too observed a similar or the same object in the same general direction and position at the same time as our observations at Lockbourne. If the object were the same the distance would be much greater than 5 miles, and velocity well to the excess of 500 miles per hour. The object actually looked to be traveling at a speed around 500 miles per hour.

Flight Service also advised that Godman Field observed a similar phenomenon at the same time, and that the object disappeared at 2000 hours at Godman.

Clinton advised the object they observed disappeared about 2000 hours. It is not know to me what time either Clinton or Godman first observed the object or objects. Theinformation from Clinton and Flight Service was received by direct line telephone communication from Clinton and Flight Service at Patterson. Our Weather Department was reporting a high overcast and not one heavenly body was visible. The object apparently being under the overcast, and its erratic movement proves that it was not an astronomical phenomenon. Air Force 9944, a C-45, relayed a position report to the Lockbourne Airways, over Columbus at 1953 hours at 5000 feet, on a round robin flight from Wright Field to Washington and return. I asked him if he had seen any strange light to the West Southwest of his position and he reported that he observed a bright light off his right wing, appearing like an oversized beacon.

I have been a member of the American Museum of Natural History which is closely associated with the Hayden Planetarium of New York City for years, and have always been somewhat of an enthusiast of Astronomy.

I spent 37 months in the Air Force in communications work including Tower and Control Tower Operation. I now hold a valid C.A.A. Certificate for Control Tower Operator and Aircraft Communications and have worked at Lockbourne on this type of work for better than 1½ years.

I am of sound mind and health, and as of 25 years of age. I have described the incident exactly the way I saw it, also as to what I heard on the interphones.

Frank M. Eisele

FRANK M. EISELE
Airways Operator
CAF-7

DETACHMENT 733RD AF BASE UNIT
1[illegible]ND AACS SQUADRON
LOCKBOURNE ARMY AIR BASE
COLUMBUS 17, OHIO

14 January 194[illegible]

[illegible]: Report of Unusual Circumstance.

[illegible] Commanding Officer, 7[illegible]d Fighter Wing, Lockbourne Army Air [illegible], Columbus 17, Ohio.

On the night January 7th between the hours of 19[illegible] and 1[illegible], there [illegible] the sky a bright glowing object which I could not identify. At [illegible] I assumed it to be a star but the sky being overcast, I know definitely that it was not a star nor an aircraft because the only aircraft flying in the local area was landing at the time. It was not a [illegible] or a balloon because it appeared to be enormous in size. I then observed it through the binoculars. It appeared to be cone-shaped, blunt on top and tapering off toward the bottom. I could not distinguish the attitude in which the object appeared to be. It was [illegible] from a bright white to an amber color with a small streak trailing. It was at a distance between 5 and 7 miles from the control tower at an altitude of approximately 2000 to 3000 feet bobbing up and down and moving in a south-southwesterly direction at a speed exceeding 500 miles per hour. Also the wind at the time was blowing from east to west and if it had been a balloon or lighter-than-aircraft it would have drifted in the direction the wind was blowing. There was no sound or unusual noise. Its performance was very unusual and the light emitting from it seemed to fade out at times. Just before it disappeared beyond the horizon the light changed to a sort of red color. The same object was later sighted in the vicinity of Clinton County Air Field by the operators on duty in the control tower.

I have been actually engaged in aviation as an Air Traffic Control Tower Operator and a Private Pilot for a period of 5 years and thus far in all of my experience, I have never encountered an optical illusion or any physical defect that would disqualify my possessions of such ratings.

Alex A. Boudreaux
ALEX A. BOUDREAUX
Air Traffic Controller
GAF-6

AIRDROME OPERATIONS
LOCKBOURNE ARMY AIR BASE
Columbus 17, Ohio

GK /cew

ADOP/c 319.1

14 January 1948

SUBJECT: Report of unusual circumstance.

TO: Commanding Officer, 332d Fighter Wing, Lockbourne Army Air Base, Columbus 17, Ohio.

1. At approximately 1925 EST on the 7 January 1948 I turned to runway 25 for an overhead approach at traffic altitude (1500 ft). Just prior to break-away I saw a very bright white light southwest of the field. I began my 360° approach. It struck me that the light was very unusual and it was not on the ground so I looked in its direction again from my base leg position. It appeared the same and as though it were about 3000 feet in the air. While on my base leg the light suddenly disappeared. The light did not cast a beam and seemed the size of a flood light. While on my approach it flashed on and off again immediately. I landed and taxied to the ramp thinking that it may have been a reflection from the ground or the like.

2. Before flying I had heard part of an interphone conversation from Patterson Center to Olmsted Center relative to a circular object seen over Tennessee. I returned to the operations building. While there the airways operator, Mr. Kisele, said the tower operator, Mr. Boudreaux, reported seeing something unusual southwest of the field. I stated that I had seen an unusual light and suggested calling him to check. He called the tower on the "square" box, and Mr. Boudreaux, said the light was what he had been watching about 15 minutes or so and that through the field glasses it appeared to have bluish streaks like a jet effect out from the right. He stated that it went out while I was in the pattern. During the conversation he said it could be seen again (1935-1940). We went to the door to observe.

3. From the ground the light appeared to move westward. It was further west and lower than I saw it in the air, also the light was similar to that of a lattern that it was glimmering. The light varied yellowish to orange and appeared to be descending and burning out. It moved very slowly and finally disappeared. The latter observation may be that in its westward movement it appeared to be fading out and descending, however the light was not nearly as bright on the second observation.

Ltr, Subj: Report of Unusual Circumstance (13 Jan 46) cont'd

At first it was very white and did not appear to be moving though when it flashed on and off it appeared as in a fast dropout. With the naked eye I could at no time make out any shape other than the light being overshaped as though looking directly at a large spot light.

4. This object was too large and too sharp a light to be a reflection from the ground. It was not a heavenly body of any type in that the sky was solid overcast in the Lockbourne area and the object's coverage put it in such a thought. I heard no noise in connection with the object. I estimate at the first observation that it was 4-5 miles to the east of the base. At the second appearance it was 6-7 miles east and was stationary in a hovering manner but moving away. The winds at this time were west southwest averaging 6 miles per hour.

Charles E. McGee
Charles E. McGee
Capt, USAF
Ass't Opns Officer

DETACHMENT 7350TH AF BASE UNIT
1030TH AACS SQUADRON
LOCKBOURNE ARMY AIR BASE
COLUMBUS 17, OHIO

14 January 1948

SUBJECT: Report of Unusual Circumstances.

TO : Commanding Officer
3384 Fighter Wing
Lockbourne Army Air Base
Columbus 17, Ohio

On Wednesday January 7, 1948 at about 1925 Eastern time I observed in the sky an object which I could not identify. It appeared to hover in one position for quite some time, moving very little. It disappeared once for about one minute and I assumed it entered the overcast, which was at best 10,000 feet. After descending again below the overcast it circled one place for the duration of three 360 degree turns, then moved to another position to circle some more. Turns required approximately 30 to 40 seconds each, diameter estimated about two miles.

In moving from one place to another a tail was visible of approximate five times the length of the object. Not knowing how close or how far the object was from us at the time, I could not estimate the size very accurately, but it appeared as large or larger than one of our C 47 planes, and of a different shape. Either round or oval shaped. Just before leaving it came to very near the ground, staying down for about ten seconds, then climbed at a very fast rate back to its original altitude, 10,000 feet, leveling off and disappearing into the overcast heading 120°. Its speed was greater than 500 mph in level flight. It was visible to me for a period of twenty minutes. No noise or sound could be detected. The color was amber light but not sufficiently bright to cover or obscure the outline of the configuration which was approximately round. During up and down movement no maneuvering took place. Motion was same as an elevator, climbing and descending vertically. Exhaust trail was noticeable only during forward speed. It appeared as a thin mist approximately same color (amber) as the object. Length about 5 times length of object.

During descent it appeared to touch the ground or was very close to touching it. It was approximately 3 to 5 miles away from Lockbourne Air Base in immediate vicinity of COMMERCIAL POINT. It positively was not a star, comet or any extraterrestrial body to the best of my knowledge of such things. I also rule out the possibility of it being a balloon, flare, dirigible, military or private aircraft.

I am 28 years old and in good health and have excellent vision. I have been actively engaged in aviation 6 years. I have a private pilot license and spent 3 years 10 months in the U. S. Army Air Corps as a Sergeant link trainer instructor, instrument flight observer.

The statements made herein are true and accurate to the best of my knowledge and may be used for any official purpose as deemed necessary.

Albert R. Pickering

ALBERT R. PICKERING
VHF/DF Operator
CAF 7

LOCKBOURNE A. B. COLUMBUS, OHIO

18 JANUARY 1948

SUBJECT: Report On Unusual Circumstances

TO: CO 436th FIGHTER WING LOCKBOURNE A B

At approximately 1940 hrs Jan. 7th the Control Tower operator advised he observed an extremely strange bright light in the south west. However by the time I reached the operation steps at the entrance the light faded out. About two minutes later the Tower advised that the phenomenon was visible again. This time I saw the object at about 15 degrees above the horizon to the west south west of Lockbourne. The object was extremely bright, more so than any star, I would say about as large as and as bright as one of the runway lights at full intensity as viewed from the Control Tower. It appeared to have a tapering tail about 5 diameters long and predominantly was of a ruddy red color changing to A amber-yellow at different intervals.

The position of the object in the sky and the fact that we were reporting A high overcast at the time added to the mystery.

UP until approximately 1950 hrs the object appeared to be motionless, at this time, however, it descended to the horizon in an interval of about 3 or 4 seconds, hovering there for 3 or 4 seconds and then ascended to its' original position in an interval of about 3 seconds. It then rapidly began to fade and lower in the sky and disappeared at 1955 hrs.

AF9944 made a position report to me at 1900 hrs over Columbus at 5,000 ft on round robin flight out of Wright Field to Washington and return , and reported a mysterious bright light to the west south west of his position, appearing like an overcast beacon

Further information on reports from other stations observing the phenomenon can be obtained from flight service at Patterson.

Franklin Gillo

J Kominski, E.M.
25238

Incident # 30

Incident # 31

CONFIDENTIAL

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 31

1. Date Mid-December 1946
2. Time Early morning
3. Location Northern Arizona, Route 66
4. Name of observer K. D. Wood
5. Occupation of observer Professor and Head Aeronautical Engineering
6. Address of observer University of Colorado, Boulder, Colorado
7. Place of observation In flight on a trip through the southwest
8. Number of objects 1
9. Distance of object from observer Not stated
10. Time in sight Not stated
11. Altitude 20,000 feet to 50,000 feet
12. Speed 600 mph, ± 200
13. Direction of flight First vertical then West to East overhead
14. Tactics No maneuvers
15. Sound None
16. Size Not stated
17. Color ~~White~~ - Did not see object
18. Shape Not stated - did not see object
19. Odor detected Not Stated
20. Apparent construction Not stated - did not see object
21. Exhaust trails White, heavy
22. Weather conditions Clear
23. Effect on clouds Not stated
24. Sketches or photographs None
25. Manner of disappearance Not stated
26. Remarks: Saw only vapor trail, like rocket or jet exhaust. Not like usual jet airplane trail.

CONFIDENTIAL

[redacted]

[redacted]

[redacted]

Professor E. D. Ward
Department of Aeronautics
University of California
Berkeley 4, California

Dear Professor Ward:

It was indicated during your recent visit to the USAF Institute of Technology at Wright Field that you observed a strange aircraft in flight while on a trip in the southwest.

The high performance mentioned is significant as it shows a relationship to other similar incidents that have occurred from time to time over a large area. Certain information is necessary for plotting and charting for important intelligence purposes. It is suggested, therefore, that the following items be considered in your report:

1. Sighting
   a. Location
   b. Time
   c. Weather
2. Movement
3. Photographs
4. Evidence of configuration
5. Angle sighted
   a. Vertical
   b. Horizontal
   c. Other

Ltr, AMC, 5 November 1947 to Professor E. D. Reed, Dept of Aeronautics, University of California, Berkeley 4, Calif.

d. Color

e. Speed

f. Handling

g. Maneuverability

h. Altitude

i. Sound

j. Exhaust trail

6. General remarks

Any information and enlightening comments or suggestions that you may care to make will be greatly appreciated and held in strict confidence.

Sincerely yours,

W. R. GLENNMAN
Colonel, Air Corps
Chief, Analysis Division
Intelligence Department

ADO

BOULDER, COLORADO

DEPARTMENT OF
AERONAUTICAL AND MECHANICAL ENGINEERING

January 8, 1948

Headquarters Air Material Command
Wright Field
Dayton, Ohio

Gentlemen:

Attn. TSRAD-2B

Replying to your letter of November 5, 1947, signed by Colonel W. H. Clingerman, the following information is submitted regarding a strange aircraft which I observed in flight on a trip through the southwest about a year ago.

The information supplied herewith follows the form suggested in your letter. It is quite possible that this information is of no importance, but I feel that I should send it in to complete your records.

1. Sighting

   a. Location - Northern Arizona, Route 66
   b. Time - Early morning, mid-December, 1946
   c. Weather - Clear

2. Witnesses - Mrs. Wood and two children

3. Photographs - None

4. Sketches of configuration - Saw only vapor trail, like rocket or jet exhaust

5. Object sighted

   a. Number - One
   b. Shape } - Object not visible
   c. Size }
   d. Color - White
   e. Speed - Estimate 600 mph, ± 200
   f. Heading — First vertical, then W to E overhead
   g. Maneuverability - No maneuvers
   h. Altitude - Estimate 20,000 feet to 50,000 feet
   i. Sound - None
   j. Exhaust trail - white, heavy

6. General remarks - Not like usual jet airplane trail

Very truly yours,

K. D. Wood

K. D. Wood, Prof. and Head
Aeronautical Engineering

Incident # 32

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 7 January 1948 Incident # 32

2. Time 1955

3. Location Columbus

4. Name of observer Lt. C. W. Thomas

5. Occupation of observer Pilot

6. Address of observer Flight AF 9944 Dayton to Washington

7. Place of observation Cross Country flight from Dayton to Was. at Columbus Airways to the East

8. Number of objects 1

9. Distance of object from observer About 15 miles

10. Time in sight Not stated

11. Altitude 3000 feet

12. Speed Seemed stationary

13. Direction of flight Stationary

14. Tactics No maneuvers

15. Sound Not stated

16. Size Large

17. Color Amber

18. Shape Like a large star or planet

19. Odor detected Not stated

20. Apparent construction Not stated

21. Exhaust trails None

22. Weather conditions Dark and overcast

23. Effect on clouds Not stated

24. Sketches or photographs None

25. Manner of disappearance Not stated

26. Remarks: Large bright light off to the west. They estimated it below them, or about 3000 ft. It seemed stationary. The light was amber and looked like a large star or planet. It was about 15 miles away from them. (over)

RESTRICTED

Lt C.W.Thomas and Lt Sims were making a regular cross country flight and reported in to Columbus Airways who asked them if they saw any unusual object in the sky. This report was relayed to Lockbourne - See Hinsle's report - incident 30a.

UNIDENTIFIED FLYING OBJECTS

INCIDENT NO. ____ TIME (Mo, Day, Hr) _____

1. Organization (official source of information) . . . . . .

a. File Numb . . . . . .

b. Date of F . . . . . .

c. Agent . . . . . .

2. Sighting (cou . . . . . .

a. Location . . . . . .

b. Time . . . . . .

c. Weather . . . . . .

3. Reported by . . . . . .

4. Witnesses . . . . . .

. . . . . .

5. Photographs . . . . . .

6. Sketches . . . . . .

7. Object Sighte . . . . . .

a. Number . . . . . .

b. Shape . . . . . .

d. Size . . . . . .

d. Color . . . . . .

e. Speed . . . . . .

f. Maneuvers . . . . . .

g. Altitude . . . . . .

h. Heading . . . . . .

i. Sound . . . . . .

j. Exhaust Trail . . . . . .

k. Effect on Clouds . . . . . .

REMARKS:

Flight AF 5044, [redacted] fr Dayton [redacted]

[redacted] were making a regular cross country flight. They reported in to Columbus Airways and asked them if they saw any unusual object in the sky. They could see a large bright light off to the west. They estimated it to be below them, or about 3000 ft. It seemed stationary. The light was amber and looked like a large star or planet. It was about 15 miles away from them. The night was dark [redacted] overcast.

June 1953 Case #52
Direction west Southwest
(from Eielson Report has 3000)

[redacted]

Incident # 32

Incident # 33

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident #33

1. Date 7 Jan 48
2. Time Between 1345 and 1350
3. Location Godman Fld, Fort Knox, Ky
4. Name of observer T/Sgt Quinton A. Blackwell
5. Occupation of observer Chf Operator in Control Tower at Godman Fld, Ky.
6. Address of observer USAF, Airways & Air Communications Svc, ATC Detachment 733-5 AF Base Unit (1030 AACS Sq) Godman Fld., Ft Knox, Ky.
7. Place of observation Tower, Godman Fld.
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude Over 15,000 ft
12. Speed In excess of P-51
13. Direction of flight South
14. Tactics N/S continued climbing
15. Sound Not Stated
16. Size Tremendous
17. Color Silvery or metallic
18. Shape N/S
19. Odor detected N/S
20. Apparent construction N/S - seemed metallic
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: (over)

RESTRICTED

At approximately 1320 Sgt Cook from the OD's office notified the observer (T/Sgt Quinton A Blackwell) that according to Ft Knox Military Police & "F" Town State Police, a large circular object about 250 to 300 ft in diameter was over Louisville, Ky. Advised him to check with Army Flight Svc. They advised negative but shortly thereafter reported object over Irvington, Ky, then Owensboro, Ky. Object first sighted by Blackwell about 1345 to 1350 over south Godman Fld.

Verification: 1st Lt Greer (Detachment Commander)
Capt Carter (Operations Officer)
Col Rix (CO) sighted it about 1420

At approximately 1430 to 1440, four P-51's approached Godman f/south [redacted] f/Marietta, Ga. to Standiford Fld, Ky. [redacted] Flight Leader NG 869 to attempt to identify object. Accompanied by [redacted] other planes he proceeded south f/Godman. [redacted] plane proceeded to Standiford Fld alone.

About 1445, flight leader (NG 869) reported sighting object "ahead and above - still climbing" At 15,000 ft he reported "Object directly ahead and above and moving about half my speed." Again "it appears metallic of tremendous size." Still later "I'm still climbing - object is above and ahead moving about my speed or faster - I'm trying to close in for better look". This was about 1515. Five minutes later the other two ships turned back. NG 800 reported "it appeared like the reflection of sunlight on an airplane canopy" Shortly afterward this same pilot (NG 800) resumed search going to 33,000 ft, 100 miles south but did not sight anything.

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date [redacted] Incident # [redacted]
2. Time [redacted]
3. Location [redacted]
4. Name of observer [redacted]
5. Occupation of observer [redacted]
6. Address of observer [redacted]
7. Place of observation [redacted]
8. Number of objects [redacted]
9. Distance of object from observer [redacted]
10. Time in sight [redacted]
11. Altitude [redacted]
12. Speed [redacted]
13. Direction of flight [redacted]
14. Tactics [redacted]
15. Sound [redacted]
16. Size [redacted]
17. Color [redacted]
18. Shape [redacted]
19. Odor detected [redacted]
20. Apparent construction [redacted]
21. Exhaust trails [redacted]
22. Weather conditions [redacted]
23. Effect on clouds [redacted]
24. Sketches or photographs [redacted]
25. Manner of disappearance [redacted]
26. Remarks: [redacted]

RESTRICTED

Unknown object first reported by Military Police at Ft Knox, approx 1800 CST, vicinity of Magnolia. Later over Irvington & Cecilia, Ky. Sighted, tracked by Blackwell, Air Control Tower. At approx 1847 CST office of [illegible], reporting to Control Tower there he sighted a small white object in the northwest sky. It appeared stationary. Could not determine if object reflected or reflected light. Five times it appeared partially or completely with bright sun reflecting from top of the silk. However, there seemed to be some red light around the lower part of it. Three F-51s started to pursue object. Took a course of around 210°. Appear of latter object sighted. [illegible] (flight leader) reported [illegible] high and traveling about 1/2 his speed at "12 o'clock". Later he stated he was climbing in to take a good look". This was his last message. [illegible] then reported [illegible] had disappeared. At the time of his disappearance he was reported high and ahead of wing men at approx 18,000 to 20,000 ft and wing men at approx 15,000 ft. Wing man (illegible) returned for fuel and rejoined permit going to altitude of 25,000 ft but did not sight object. At about 1845 it faded from tower.

Later, 14 Sept, returned to Control Tower (about 1755 CST) and pursued bright light at a position of about 260° azimuth and 8° elevation. It was a round object and did not resemble a diamond. Although there was a bright hue the object remained visible and did not disappear until it went below the level of the earth in a manner similar to the sun or moon setting. This object was viewed and tracked with the Weather Station theodolite from the hanger roof.

RELIABILITY: Verified by Commanding Officer, Operations Officer, S-2 and Executive Officer. However, these officers were apparently present when second sighting took place.

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 73 B

1. Date 7 Jan 48
2. Time Approx 1h 1320 GMT
3. Location Godman Fld., Ft Knox, Ky.
4. Name of observer PFC Stanley Oliver
5. Occupation of observer N/S - duty in control tower
6. Address of observer Godman Fld., Ft Knox, Ky.
7. Place of observation Control Tower, Godman Fld., Ft Knox, Ky.
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude Over 25,000 ft
12. Speed N/S
13. Direction of flight Southeast
14. Tactics N/S
15. Sound N/S
16. Size N/S
17. Color Object appeared like "lime-green cone topped with red" - apparently white with red above
18. Shape cone
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions Clear throughout
23. Effect on clouds None behind clouds
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: (none)

RESTRICTED

PFC Stanley Oliver was on duty at the Guard Tower at Camp Pig when Sgt Ric's office informed the tower that an unidentified object (approximately some 250 ft to 300 ft in diameter) was sighted over [redacted] Ric. This was approx at 1330 GMT. PFC Oliver saw the object [redacted] To him it resembled an ice cream cone topped with red. Could not ascertain if it were moving or not.

REMARKS: Witnesses [redacted] Oliver [redacted] to [redacted] a [redacted]

NOTE: The report of sighting the F-5E aircraft contained in PFC Oliver's statement and the witnesses corroborative material contained in the other reports.

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # [illegible]

1. Date [illegible]
2. Time [illegible]
3. Location Control Tower, Godman Fld
4. Name of observer Capt J. F. [illegible], Jr.
5. Occupation of observer Capt, USAF
6. Address of observer Godman Fld, Ky
7. Place of observation Godman Fld Control Tower
8. Number of objects 1 at [illegible]
9. Distance of object from observer N/S
10. Time in sight From [illegible] to [illegible] - Over an hour and a half
11. Altitude N/S
12. Speed 360 MPH - according to statement of Rudell
13. Direction of flight Apparently from [illegible] to [illegible] South to West
14. Tactics N/S
15. Sound N/S
16. Size Believed large
17. Color Silver - bright
18. Shape Like tear drop - rounded later, object moved [illegible]
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails No trail -
22. Weather conditions N/S - Scattered but clear
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance Obscured by clouds
26. [illegible] (over)

RESTRICTED

At approx [redacted] 1 Jan 48, Bender accompanied by Lt Col R. S. West went to Salem [redacted] tower to observe an unidentified aerial object. Shortly after their arrival Col Nix, the Commanding Officer was summoned. At about this time Bender first sighted a bright silver object. Then Col Nix arrived. Shortly thereafter a flight of four P-51's flew over Salem. Leader was contacted to pursue object. He executed and three P-51's climbed on the course, the fourth P-51 returning to base. Flight leader called to observe that "object was twelve o'clock high." Asked to describe it, he stated "it is bright and climbing away from us." He stated at first that it was going about 180 MPH. Then Control Tower lost sight of the flight but could still see the object. (In connection with this, Lt Col R. Harrison West who witnessed the sighting stated that while it appeared about 1/10 the size of a full moon, if the thing were a great distance away, as compared to the diminishing size of the P-51's flying toward it, it would seem that it was at least several hundred feet in diameter.) Shortly after 20 Cbl. the flight leader, stated that he was "at 15,000 ft and still climbing" He stated that he judged the speed to be the same as his or approx 360 MPH. One of his planes then asked him to level off but no reply was heard from the flight leader. That was the last message received from any member of the flight.

After dark, another or the same object appeared in approx [illegible]° from Salem at 6° elevation. This body moved to the west (259°) and then down. The shape was fluid but generally round with no tail, the color changing from white, to [redacted] to red to yellow and had a black spot in the center at all times.

At 1600 GMT it was observed by clouds.

NOTE: Later, an astronomer was contacted who attempted to account for this phenomenon as either Venus or a comet. (?)

SEE ALSO: Report of civilians and state police and corroborated version on this incident.

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # [illegible]

1. Date 7 Jan 48
2. Time After 1400
3. Location Godman Fld
4. Name of observer Capt Gary W. Carter
5. Occupation of observer Operations Officer
6. Address of observer Godman Fld., Ky
7. Place of observation Control Tower
8. Number of objects 2
9. Distance of object from observer N/S
10. Time in sight 3 to 4 minutes
11. Altitude Very high
12. Speed Approx 360 MPH - c/Flight Leader's reports
13. Direction of flight 250° c/Godman Fld
14. Tactics None
15. Sound N/S
16. Size Could not be determined
17. Color white
18. Shape Round - at times oval shaped
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails [redacted] N/S
22. Weather conditions High overcast - [redacted]
23. Effect on clouds Could be seen thru clouds
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: (None)

RESTRICTED

At approx 1107, 7 Jan 56, Capt Carter was called by Lt Gunn, AAM Detachment Commander, to come to Tower to witness an unidentified aerial object.

Object appeared round and white (whiter than the clouds that passed in front of it) and could be seen then close clouds.

After observing it thru field glasses for some 1 - 1½ minutes, he called Col Hix's office. Col Hix, Lt Col West & Capt Bassler came to the tower shortly thereafter.

Capt Carter then suggested that a group of F-51 aircraft in the vicinity be contacted to pursue the object. T/Sgt Blackwell, Tower Operator, contacted the flight leader to take a look. Three planes proceeded on a heading of approx 270°. One of the planes (Randall's) spotted it at 1200 o'clock position. Another plane relayed "This is 15,000 ft, let's level out" First speed co relayed by Randall (180 MPH) later, "object going up and forward as fast as I can" - or 350 MPH. Randall then stated he was going to 20,000 ft and if no closer would climb back. Last radio contact made by Capt Carter.

NOTE: Apparently, Randall blacked out at 20,000 ft or proceeded on since the object apparently appeared closer(if such were the case) then realized that lack of oxygen.

Does not seem to tally with report that the phenomena was "Same or a small"

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # [redacted]

1. Date 7 Jan [redacted]
2. Time [redacted]
3. Location [redacted]
4. Name of observer [redacted]
5. Occupation of observer [redacted]
6. Address of observer [redacted]
7. Place of observation [redacted]
8. Number of objects 1
9. Distance of object from observer [redacted]
10. Time in sight 5 [redacted]
11. Altitude [redacted]
12. Speed [redacted]
13. Direction of flight [redacted]
14. Tactics [redacted]
15. Sound [redacted]
16. Size [redacted]
17. Color [redacted]
18. Shape [redacted]
19. Odor detected [redacted]
20. Apparent construction [redacted]
21. Exhaust trails [redacted]
22. Weather conditions [redacted]
23. Effect on clouds [redacted]
24. Sketches or photographs [redacted]
25. Manner of disappearance [redacted]
26. Remarks: [redacted]

RESTRICTED

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At approx 1300 hrs State Police reported flying object near [illegible]. Ten minutes later sighted near [illegible]. A third call reported it over [illegible]. (all south of [illegible]) Were too alerted. Tower sighted object at 1305 and notified fol flr who was immediately to tower where he observed the object thru 8-power binocs. Object also lined up with sighting bar. Three F-51 planes were already pursuing the thing on a course of 210°. (One pilot reported the thing to be traveling at 180 MPH) fol flr reported the object appeared to the south and near the sun. "It was very white and looked like an umbrella," he stated. "I thought it was a celestial body but I can't account for the fact it didn't move." "I just don't know what it was." Appeared about 1/4 size of full moon and white in color. Thru the binocs it appeared to have a red border at the bottom at times and a red border at the top at times. It remained stationary (seemingly) for 1-1/2 hours.

EVALUATION: Ob of Galaxy Fld. Obj chased by National Guard planes and followed from the ground by State Highway patrolman. Too correlating accounts.

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 7 January 1948 Incident # 337

2. Time 1515 ~~[illegible]~~ 1445

3. Location Godman Field, Ky.

4. Name of observer Flight Leader [illegible] (Capt. [illegible] F. [illegible]

5. Occupation of observer Flight Leader

6. Address of observer

7. Place of observation Over Godman Field, Ky.

8. Number of objects 1

9. Distance of object from observer Not stated

10. Time in sight ~~Not stated~~ ~~[illegible]~~ Apparently over 1 hour and a half

11. Altitude above ~~[illegible]~~ 20,000 ft

12. Speed Approximately 500 mph

13. Direction of flight approximately 210° from Godman Field

14. Tactics None

15. Sound Not stated

16. Size Tremendous

17. Color Metallic

18. Shape Not stated

19. Odor detected Not stated

20. Apparent construction metallic

21. Exhaust trails Not stated

22. Weather conditions Not stated

23. Effect on clouds Not stated

24. Sketches or photographs ~~[illegible]~~

25. Manner of disappearance ~~Not stated~~

RESTRICTED

26. Remarks: This information quite [illegible] of report describing a radio conversation between Flt. Leader [illegible] the [illegible] observed the object on the [illegible] of Godman Field Tower. The Flt. Leader [illegible] [illegible] and was billing above [illegible] [illegible] [illegible]

Info taken from reports of radio conversation between Control at Salem and Ky 869 essentially as follows:

Cpl Ehr's account. 20 869: "Object traveling at 180 MPH - half my speed"

Lt Greer's account. 20 869: "High and traveling about 1/2 my speed at 12 o'clock position."

Later: "Heading in to take a good look"

No further word heard by Greer

S/Sgt Quinton A. Blackwell: 20 869: At 1945. "Object traveling at 180 MPH Directly ahead of & above me now and moving at about 1/2 my speed."

Later: "I'm trying to close in for better look"

At 15,000 ft: "Object directly ahead of and above me now and moving about 1/2 my speed. It appears metallic of transparent glass. I'm trying to close in for better look"

No other word heard by Blackwell from 20 869.

Capt Gary M. Carter: 20 869: "Object going up and forward as fast as he can" - approx 360 MPH.

"Going to 25,000 ft and if no closer will abandon chase"

No further contact heard by Capt Carter - "Apparently lost and was vectored from 20 869.

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # [illegible]

1. Date 7 Jan [illegible]
2. Time 1330
3. Location [redacted], Ky.
4. Name of observer N/S
5. Occupation of observer N/S
6. Address of observer [redacted]
7. Place of observation [redacted], Ky
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude [redacted] 4 miles
12. Speed 10 MPH
13. Direction of flight [redacted]
14. Tactics N/S
15. Sound N/S
16. Size 100 ft from top to bottom and 45 ft across
17. Color N/S
18. Shape [redacted]
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: [redacted]

(over)

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estimated size: 100 ft from top to bottom, 45 ft across and 4 other [redacted] proceeding SW at 10 MPH.

NOTE: Kentucky State Police were informed by unknown individual(s) that an unusual aircraft or object was flying thru the air, circular in appearance, with an approximate size of 250-300 ft which was moving westward "at a pretty good clip". This was relayed to Goldman Fld.

NOTE: See also report by James Nelson, Inc. [illegible]

NOTE: Course of object on 7 July 52 is reported roughly as follows

0720: [redacted] Object of aluminum appearance without apparent wings or control surfaces which moved westward remaining visible for about 30 minutes

1300: [redacted] No description

1310: [redacted] No description

[redacted] – as reported in this.

1400: [redacted] No description

After 1400: Irvine No description

After 1400: [redacted] No description

1630 – 1645: [redacted] A Dr. Seifert, Astronomer at Vanderbilt Univ. spotted an object SW of Nashville, Tenn. between 1630 with basket attached which moved first NW then West at a speed of 10 MPH at approx 25,000 ft.

1730: [redacted] See Grant's account (Sec)
See Rankin account (Sec)

[redacted] 1945: [redacted] See Incident 30, 30a, 30 b & 30c

RESTRICTED

ROUTING AND RECORD SHEET AIR TECHNICAL SERVICE COMMAND

SUBJECT: Request for Transcription

TO	FROM	DATE	COMMENT NO.
TSEAP	MCIA	15 Jan 48	1

1. It is the understanding of this office that conversations between the tower at your facility and aircraft in flight within certain ranges are recorded. During an investigation 9 January 1948 at Godman Field, Kentucky, it was learned that such a recording was made 7 January regarding an unidentified flying object. This event took place sometime between 1400 and 1600 hours E.S.T. To complete the intelligence investigation of this incident, it is important that all pertinent information be obtained, particularly the discussion that took place between the three P-51 National Guard aircraft and the tower operator at Godman Field.

2. It is requested, therefore, that a typewritten report of this transcription be furnished this office as soon as possible. If certain words are not readily understandable as a result of static and interference, an attempt at an interpretation by a qualified operator should be made to obtain at least some bit of information that might prove significant.

W. R. CLINGERMAN
Colonel, [redacted]
Chief, Analysis Division
Intelligence Department

WCl/mb
2-1204
Rm 258
Bldg 11A

MCIA TSEAP 23 Jan 48

1. This office does not have a record of the conversation that took place between the three P-51 National Guard aircraft and the tower operator at Godman Field.

2. If there is a record of the information wanted in paragraph 1, comment 1, it would be available from the Detachment Commander, 753rd AFSW (103rd AACS Sq), Godman Field, Ft Knox, Kentucky.

DE ARMOND E. MATTHEWS
Major, USAF
Commanding

JM/dmg
5-3107
Bldg 206

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[redacted]

[redacted]

JAN 14 1948

Request for Report on Crashed P-61 National Guard Aircraft

Commanding Officer
[redacted] (Reserve Training)
Godman Field, Kentucky

1. It has been brought to the attention of this office that an official report has been made regarding the National Guard P-61 aircraft that crashed as a result of chasing an unidentified object on 7 January 1948. Information contained in this report may contribute greatly in the accomplishment of intelligence investigations of so-called flying objects, or so-called "flying discs".

2. It is requested, therefore, that a copy of this report be made available to this Command as soon as possible.

[redacted]

[redacted]
Colonel, USAF
Chief of Intelligence

[redacted]

[redacted]

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HEADQUARTERS
AIR MATERIEL COMMAND

IN REPLY ADDRESS CODE COMMUNICATION AND REFER TO COMMANDING GENERAL, AIR MATERIEL COMMAND, ATTENTION [redacted]

MCIA/JCB/amb
Wright-Patterson Air Force Base
[redacted]

APR 9 1948

SUBJECT: Project "SILVER"

TO: Commanding Officer
315th AFRU (Reserve Training)
Godman Air Force Base, Kentucky

1. It is requested this office be informed of action taken in accordance with letter from this Command, dated 14 January 1948, copy of which is inclosed.

2. Further request status of investigation promised Mr. A. C. Loedding, Technical Assistant, Technical Intelligence Division by Captain James Duesler.

FOR THE COMMANDING GENERAL:

James J. Hausman
E. L. McCOY
Colonel, USAF
Chief of Intelligence

1 Incl
cy ltr dtd 1/14/48
subj: Req for Rpt on
Crashed P-51 MG Acrft

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SAVE

HEADQUARTERS
AIR MATERIEL COMMAND

IN REPLY REFER THIS COMMUNICATION AND ENVELOPE TO COMMANDING GENERAL, AIR MATERIEL COMMAND, ATTENTION FOLLOWING OFFICE SYMBOL

MCIA

MCIA/JCB/mab
Wright-Patterson Air Force Base
[redacted]

APR 23 1948

SUBJECT: Request for Accident Report

TO: Commanding Officer
Flying Safety Division
Langley Air Force Base, Virginia

Request copy of accident report on P-61, call sign 30 869, pilot Mantell, 7 January 1948 near Godman Air Force Base, Kentucky, be submitted to this Headquarters. This report is to be used [illegible] an intelligence study with respect to Project "SIGN".

[redacted]

W. R. McCoy CR USAF
W. R. McCOY
Colonel, USAF
Chief of Intelligence

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Incl. Ref #33

AC 2-3

MCIAID-B/[illegible]/ej
13 Oct 48

Unidentified Aerial Object

Commanding Officer
Godman Air Force Base
Fort Knox, Kentucky

1. Receipt of the report of an unidentified aerial object on 19 August 1948 by personnel of your installation is acknowledged.

2. It is the desire of this Command to express appreciation for the efficient manner in which this report was accomplished.

FOR THE COMMANDING GENERAL:

R. M. [illegible]
Colonel, USAF
Chief of Intelligence

GOPT

[redacted]

19 August 1945

E. S. T.	AZIMUTH	ELEVATION
10:26	206.3	69
	[redacted]	67.1
	[redacted]	66.8
	222.2	65.4
Readings at 8 minute [redacted]	226.5	63.9
	230.5	62.3
	233.9	60.7
	237.2	59.0
	239.8	57.6
	242.5	56.0
	244.8	54.3
	247.4	52.3
	250.9	49.4
	256.8	45.6
	259.5	41.0

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COPY COPY COPY

2[illegible] August 19[illegible]

MEMO FOR Col. McCoy

SUBJECT: Unidentified Flying Objects

The following message was telephoned b Major Mathews, W-P Flight Service Center at 11:30, 19 August, Ext. 5-1107:

"An unidentified flying object was reported to the Wright-Patterson Flight Service Center at 1050 Eastern, 8-19-48, by Lt. Colonel John Waugh, Executive Office, Godman Air Force Base, Ky. This object was estimated to be 30,000 to 40,000 ft. high, spherical in shape, bright silver color, giving a bright reflection from the sun. An F-51 was dispatched from Stanford AFB Ky to observe subject object and a report will be forwarded to Wright-Patterson Flight Service Center as soons available."

Major Mathews said he would send us a confirming [illegible].

Mr. Duperrault was given this information.

On receipt of the above information, I immediately got in touch with Major Mathews and learned that another report had been received from Godman Field to the effect that there whom change in altitude, that the Azmuth reading was 235° and the apparent elevation, 60°. The next report at 12:50 stated that the object vanned at 246° 45' Azmuth and apparent altitude of 54° 51'. This information was immediately phoned to Mr. Brubaker with the thought that it might be Venus. Mr. Brubaker made a rough approximation of the whereabouts of Venus at that particular time and although there was a slight variation in figures, subsequent reports confirmed the fact that the object sighted was probably Venus. For example, the reported position of the object at 11:19 was 235° Azmuth, 59° elevation, whereas the computed position of Venus was 23[illegible]° 53' Azmuth and 61° 35' elevation. At 11:30 the object was reported as 241° Azmuth 56.9 elevation whereas Venus at that time is approximately at 56° 17' and 24[illegible]° 47'. The only other bright star in this area is Pollux, however, no check was made against its computed position since the Venus readings so closely approximated those of the reported object.

J.S.H.

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WRIGHT-PATTERSON FLIGHT SERVICE CENTER
WRIGHT-PATTERSON AIR FORCE BASE
DAYTON, OHIO
REPORT OF UNUSUAL INCIDENT

Unidentified Flying Object

At 1050E, 19 August 1948, the Wright-Patterson Flight Service Center was notified by Lt Colonel John Waugh, Executive Officer, Godman AF Base, Kentucky, via Plan 62 Interphone Network, that an Unidentified flying object was visible from the ground at Godman AFB. This object was ascertained to be at approximately 30,000 to 40,000 feet altitude, spherical in shape, bright silver color, giving a bright reflection fromthe sun. An F-51 was dispatched from Standiford AFB, Kentucky, to observe subject object and a report was to be forwarded to this Center when available.

At 1100E, 19 August 1948, the above information was relayed verbatim to the Commanding General ADC (MCI) and this Center informed them that all forthcoming information regarding subject unidentified flying object would be relayed to that office immediately upon receipt.

At 1132E, 19 August 1948, a message was received from Godman AFB, via Plan 62 Interphone Network, which stated that there was no change inelevation of subject object and it seemed to be moving southeast from Godman AFB at approximately 235°, at an elevation of 60° from Godman AFB. The F-51 was flying over Godman AFB at an altitude of 30,000 to 35,000 feet and at that time unavailable to locate subject object. The unidentified object was visible fromthe ground with the naked eye and azimuth and elevation readings were being taken by theodolite every minute and progress of subject object was being charted.

At 1180E, 19 August 1948, the above information was relayed verbatim to the Commanding General, ADC (MCI).

At 1215E, 19 August 1948, Major Mitchel, Operations Officer at Godman AFB, notified the Wright-Patterson Flight Service Center that the unidentified object was ascertained to be the planet Venus. This information wasgiven to the Commanding Officer, Godman AFB, by Mr. Moore, Head Astrologer, University of Louisville, Louisville, Kentucky.

At 1220E, 19 August 1948, this information was relayed to the Commanding General ADC, (MCI), and they requested that the azimuth and elevation readings which were obtained from Godman AFB be relayed to them in order to verify the assumption of Mr. Moore. This information was received from Godman AFB by Major De Armond K. Matthews and was delivered to Commanding General, ADC (MCI), who confirmed the assumption that the unidentified object wasthe planet Venus, due to the location, time, and trend of movement.

At 1340E, 19 August 1948, Major De Armond K. Matthews contacted Godman AFB, to see if any additional information was available and received a negative reply.

SECRETARY

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Godman Field Air Force Base Sightings - 7 Jan 1948 and 19 Aug 1948

THRU: NCIAO NCIAO-5 6 Nov 48 1

Attn: Mr. Nunny

TO: NCIAP

Attn: Mr. Lagerwood

7. Attention is directed to attached inclosures. Your comments will be appreciated.

3 Incls:
1. Rpt of Unusual Incident
2. Memo dtd 24 Aug 48
3. Reading f/Godman taken 19 Aug 48

G. A. GRIFFIN
Chief, Operations Section
Tech Intelligence Division
Intelligence Department

GAG/mr
Ext 5-5390
Bldg 204
P 2247

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Attn: Mr. Kemp

TO: [redacted]

Attn: Mr. Degarmond

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b. It is doubtful that Venus could be observed by the unaided eye from the ground or 15,000 feet as it would probably be hidden by the high degree of sky brightness due to its proximity to the Sun.

c. Jupiter is the only other planet within 45° of the sun during this period and its magnitude of brightness is only -1.4 as compared with -3.4 of Venus, making it impossible to observe with the unaided eye. However, the following figures on the Sun are submitted for your information:

Time Local	Altitude	Azimuth
10:00	28° 00'	197°
10:30	26° 00'	204°
11:00	23° 00'	211°
11:30	20° 00'	217°
12:00	17° 00'	223°
12:30	13° 00'	228°

4. The evidence obtained from NCLAD-3 conclusively proves that this object was not the planet Venus.

5. Sighting of 19 Aug 1948: Reference is now made to Incident No. 187 and to an inclosed copy of a report received 2 November 1948 pertaining to another sighting of an unidentified object at Eglin Air Force Base on 19 August 1948. Evidence on this newest sighting seems to establish this object as being the planet Venus.

6. Readings taken at eight-minute intervals are as follows:

E. S. T.	Azimuth - Degrees -	Altitude in Degrees	Azimuth - Degrees -	Altitude in Degrees
10:26	206.3	210	[illegible]	68.7
10:34	212.2	214	[illegible]	[illegible]
10:42	217.4	219	[illegible]	[illegible]
10:50	222.2	223	[illegible]	[illegible]
10:58	226.5	226	[illegible]	[illegible]
11:06	230.5	230	[illegible]	[illegible]
11:14	233.9	233	[illegible]	[illegible]
11:22	237.2	236	[illegible]	[illegible]
11:30	239.6	239	[illegible]	[illegible]
11:38	242.5	242	[illegible]	[illegible]
11:46	[illegible]	[illegible]	[illegible]	[illegible]
11:54	247.3	[illegible]	[illegible]	[illegible]
12:02	[illegible]	[illegible]	[illegible]	[illegible]
12:10	[illegible]	[illegible]	[illegible]	[illegible]
12:18	259.5	[illegible]	[illegible]	[illegible]

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Base
Godman Field Air Force/Sightings - 7 Jan 1948 and 19 Aug 1948

TO: NCIAD
Attn: Mr. Money
FROM: NCIAD-3
6 Nov 48
1
AG: NCIAF
Attn: Mr. Dayrenand

1. Re Sighting of 7 Jan 1948: Reference is made to your conversation with Capt Smeiter on 19 October 1948 concerning your desire for a check on the position and visibility of Venus on 7 Jan 1948 between the hours of 1330 and 1530 as compared to the position of an unidentified aerial object.

2. A verbal report was rendered you [redacted] the date of your request, to the effect that Venus was not visible at the date and time mentioned. Extracted versions of pertinent information follow:

a. Statement by 1st Lt Paul I. Orner, O-[illegible], Manager and Air Communications Service AFO, Detachment 733-5, Air Force Base Unit (103rd AAFB Bn) confirms the fact that the weather station theodolite viewed and tracked the object; that the object was first seen at about 280° azimuth 8° elevation at 1400 hours, and that it disappeared from its view at about 250° at 1645 hrs.

b. A statement by Colonel Guy F. Hix, Commanding Officer, Headquarters, 319th Air Force Base Unit (Ser Tng) Godman Field, Fort Knox, Kentucky, dated 9 Jan 1948, states that on or about 1445 hours the object was first sighted at 250 and that it could be plainly seen with the naked eye, was about 1/4 the size of a full moon, white in color and apparently stationary for 1-1/2 hours.

3. Comment No. 2 to R & R from NCRRIS-3b to NCIAD-3, dated 27 Oct 1948 states as follows:

Position of Venus Time - local	Altitude	Azimuth
10:00	11° 00'	120°
10:30	16° 00'	127°
11:00	21° 00'	134°
11:30	26° 00'	140°
12:00	[illegible]	147°
12:30	[illegible]	154°
13:00	[illegible]	160°
13:30	[illegible]	167°
14:00	[illegible]	173°
14:30	[illegible]	[illegible]
15:00	[illegible]	[illegible]
15:15	[illegible]	[illegible]

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10-4-152

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ROUTING AND RECORD SHEET

AIR MATERIEL COMMAND

SUBJECT: Request for Information

TO: MCREXB-45 ATTN: Capt. Rochon

FROM: MCIAXO-3

DATE: 20 Oct 48

COMMENT NO. 1.

1. Reference is made to recent telephone conversation between Capt. Rochon and Mr. Colling, concerning the location of the planet Venus on 7 January 1948 between the hours of 1330 and 1515 when viewed from the vicinity of Godman Field, Kentucky.

2. It is requested that the following information be submitted hereon as comment 2:

a. Position of planet at half-hour intervals during time mentioned.

b. Opinion as to whether or not planet could be seen from aircraft at 15,000 ft. or from the ground.

c. Was any other major planet in sighting distance at the time?

W. R. CLEMENTS
Colonel, USAF
Chief, Tech Intelligence Division
Intelligence Department

TO/o 65310 P 202 B 288

TO: MCIAXO-3 T-2193 FROM: MCREXB-4 DATE: 27 Oct 48 COMMENT NO. 2

The following information is submitted as requested in the above comment:

a. The position of the planet Venus, at half-hour intervals, to nearest degree:

Body Venus Time, Local	Altitude	Azimuth
10:00	11°00'	122°
10:30	16°00'	127°
11:00	21°00'	134°
11:30	24°00'	140°
12:00	28°00'	147°
12:30	31°00'	154°
13:00	33°00'	163°
13:30	35°00'	171°
14:00	35°00'	180°
14:30	34°00'	188°
15:00	33°00'	197°
21:35	[illegible]	[illegible]

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33

3. (contd)

b. It is doubtful that Venus could be observed by the unaided eye from the ground or 15,000 feet as it would probably be hidden by the high degree of sky brightness due to its proximity to the Sun.

c. Jupiter is the only other planet within 290° of the Sun during this period and its magnitude of brightness is only -1.4 as compared with -3.4 of Venus, making it impossible to observe with the unaided eye. However, the following figures on the Moon are submitted for your information:

Time Local	Altitude	Azimuth
10:00	28°00'	197°
10:30	26°00'	204°
11:00	23°00'	211°
11:30	20°00'	217°
12:00	17°00'	223°
12:30	13°00'	228°

J. C. HARVELL
Colonel, USAF
Chief, Equipment Laboratory
Engineering Division

VLB/ad
25186
Bldg. 45

Basic: ARC, Wright-Patterson Air Force Base, Dayton, Ohio, "Request for Accident Report", 23 April 1948

1st Ind. AFCAI-980

Department of The Air Force, Hq USAF, Washington 25, D. C. 21 MAY 1948

TO: Commanding General, Air Material Command, Wright-Patterson Air Force Base, Dayton, Ohio, Attn: MCIA

1. Attached herewith is a photostatic copy of an AF Form 14, Report of Major Accident which occurred on 7 January 1948 near Franklin, Kentucky and involved P-51D, No. 44-63869, piloted by Captain Thomas F. Mantell, Jr., 0-806873.

2. The use of the attached report and any further dissemination is governed by AF Regulation 62-7 and AR 380-5.

BY COMMAND OF THE CHIEF OF STAFF:

JOHN C. WING
Major, USAF
Executive, The Air Inspector

1 Incl
Photo Cy of Acc #48-1-7-1

ARMY AIR FORCES

REPORT OF MAJOR ACCIDENT

Section A—GENERAL INFORMATION

Section B—AIRCRAFT

Stanford Field, Louisville, Ky.

11th A N G

Section C—OPERATOR (Pilot or person at controls at time of accident)

Stanford Field, Ky

Pilot

Section D—OPERATOR'S FLYING EXPERIENCE (Including previous)

A/C Training Marianna AAF
Marianna, Fla.
17 Sept 43- 28 June 44

Section E—PERSONNEL INVOLVED (Including operator and all other persons, whether in plane or not)

Injury Code	Name	Rank	Serial No.	Unit	Duty	Injuries
	[illegible], Thomas F. Jr.	F/O	0-[illegible]	Capt., ETAMC	11AF,20FO Stanford Fld., Ky.	

O. K. FOR FILES

BY

Section F—[illegible]

[illegible]

[illegible]	[illegible]			
[illegible]	[illegible]			

[illegible]

Section G—POWER PLANT FAILURE

[illegible]

[illegible]				
[illegible]				
[illegible]				
[illegible]				
[illegible]				
[illegible]				
[illegible]				

[illegible]

[illegible]

[illegible]

Section H—AIRFRAME, LANDING GEAR, OR OTHER MATERIAL

[illegible]

[illegible]

Section I—SPECIAL EQUIPMENT

[illegible]

[illegible]

Oxygen system was not serviced. System was in working order

Section [redacted]—AIRPORT AND FACILITIES AND AIRWA[redacted]

[redacted]

[redacted]

[redacted]

CAVU

[redacted]

RELATED OFFICES

Section I.—GENERAL INFORMATION

[redacted]

[redacted]

Violated ARP Reg. Civil Air. 60. Did over Capt. Martell the requested by Saegan Field Control Tower to investigate objects in the sky, causing this Officer to go above limits of ARP Reg. 60-16

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[illegible] DESCRIPTION OF THE ACCIDENT

[illegible]

[illegible] level of approximately [illegible], Captain Mantell was leading a flight of four [illegible] aircraft on a flight from [illegible] Air Base, Marietta, Georgia to Standiford Field at Louisville, Kentucky. Leaving Godman Field, Kentucky, the flight was contacted by the Godman Field General Tower and requested to identify an object in the sky if the mission would permit. Captain Mantell replied that his mission was ferrying aircraft and that he would attempt to identify the object in the sky. Captain Mantell began a maximum climb in left spirals until about 14000 feet and from there a straight climb at maximum, on a compass heading of approximately 320 degrees. No conversation between Captain Mantell and any member of his flight revealed a clue as to his intentions. The pilot left the flight as the climb began, the remaining two discontinued the climb at approximately 25000 feet. Last observed by the wing man Lt. Clements, Captain Mantell was in a maximum climb at 25000 feet, the aircraft in perfect control. Captain Mantell was heard to say in ship to ship conversation that he would go to 30000 feet for about ten minutes and then come down. Transmission was garbled and attempts to contact Captain Mantell by his flight were unanswered. Lt. Clements was the only pilot equipped with an oxygen mask. This flight had been planned and scheduled as a ferry and navigational trip at low levels.

Conclusion is that Captain Mantell lost consciousness at approximately 25000 feet, the P-51 being trimmed for a maximum climb continued to climb gradually leveling out as increasing altitude caused decrease in power. The aircraft began to fly in reasonably level attitude at about 30000 feet. It then began a gradual turn to the left because of torque, slowly increasing degree of bank as nose depressed, finally began a spiralling dive which resulted in excessive speeds causing gradual disintegration of aircraft which probably began between 10000 and 20000 feet.

Since oxygen lack was in place after crash, it is assumed that Captain Mantell made no attempt to abandon the aircraft, and was unconscious at moment of crash or had died from lack of oxygen before aircraft began the spiralling dive from about 25000 feet.

Parts of the aircraft were found as far as six-tenths (estimated) of a mile from central wreckage. The parts were scattered from North to South. The aircraft came straight down in a horizontal position and landed on the left side. The left wing came off while in the air and landed 100 feet from the central wreckage. The aircraft did not slide forward after contact with the ground. Throttle was set at one-fourth open, mixture control in "Idle-Cut-Off", and prop control in "Full Increase RPM".

[illegible] That all pilots be briefed again on use of oxygen and the effects of lack of same. That all pilots be issued properly fitted mask. Another order issued that no pilot go above 15000 feet without oxygen under any circumstances. No aircraft to be cleared for Cross-Country unless it be equipped with oxygen.

The engine be sent to Wright Field for further study.

[illegible] Oxygen classes will start immediately, for all pilots and crew members. All aircraft will be equipped with oxygen. Pilots carry mask, helmet, goggles and gloves on all flights.

[illegible] Standiford Field, Kentucky

[illegible]

AIRCRAFT FLIGHT REPORT — OPERATIONS

Date	Air Force or Command	Unit	Station or Airport	Station
1-7-48	11th	116th Fighter Sq. (AW)	116th Fighter Sqd	Standiford Field

Operator or Authority to Grant - Use and Grant	Aircraft Type, Model, Series	Aircraft Serial No.
JOHN L. O'BRYAN B/GEN	F-51D	44-63869

Pilot Flying (Name, Rank, Initial, Service, Position)	Pilot Not Qualified Under Rules	Pilot Duty Hours in Hours Less Than 24 Hours Consumed Upon Completion of Flight	Flight Time	Total
MARTELL, THOMAS F. JR. CAPT. TT ARS 0-[illegible]			(Day)	1:00
			(Night)	1:00
			T-10T	1:00
* Aircraft crashed at Franklin, Ky at 1510 CST 7 January 1948		Original flight log in wreck. Pilot's data stopped at [illegible] CST establishing time of crash.		
RICHARD L. TYLER Captain Ky ANG				
Fuel #4 — ENTER TOTAL FLIGHT TIME ON REVERSE SIDE			Total Forwarded	1:00

	2-23-47	
	2-25-47	
	185:40	
	193:55	
	842:55	
	Daily	2/1950

	208	40	
	208	40	

EXCEPTIONAL RELEASE

WHEN THE STATUS TODAY IS INDICATED BY A RED SYMBOL AND AN EXCEPTIONAL RELEASE HAS NOT BEEN GRANTED BY AN AUTHORIZED MAINTENANCE OFFICER THE PILOT OF THE AIRCRAFT WILL SIGN THIS RELEASE BEFORE FLIGHT.

RELEASED FOR FLIGHT

REMARKS PILOTS AND MECHANICS

Preflight & Daily OK O'Bryan

2/Lt. L.L. Carroll 1st. Lt.

RICHARD L. TYLER

AIRCRAFT AND ENGINE TIME SHEET

	185:40			
	1:10			
	184:30			
	RC			
	188:40			
P-51		183:40		
		1:10		
848	TOTAL	184:50		

2 Review by [illegible]

DATE	AIRCRAFT DAY DATA	AIRCRAFT DATA	ENGINE DATA
10-28-47	11th		V-1650-7
Stendiford Fld.	Ty. AFD	Fighter	V-38850
	125th. Ftr. Sq.	P-51-D-20-NA	
	165th Fw. Sqd.	44-63649	TOTAL FLIGHT TIME 1:10

12 January 1948

Subject: Compiled Report Concerning Major Manteil of Capt. T.F. Mantell, Jr. on 7 Jan. 1948 at 1510 CST.

To: Whom It May Concern.

1. This report will be informal and fragmentary, but it is accurate to the best of my knowledge. The mission of the transport was to fly four ferry pilots, volunteer pilots of the guard, to Marietta Army Air Base where they were to pick up four P-51's that were left there because of weather 20 December 1947.

2. Upon arrival at Marietta the four P-51's were preflighted by mechanics flown there on the same transport, for that purpose. Capt. Mantell filed a VFR clearance to Standiford Field at Louisville. The flight took off and I watched them form and proceed north in formation at about 4,000 feet.

3. Upon arrival of our C-47 at Standiford at 1515 CST on 7 January 1948 we were met by mechanics who told us about flying objects, and that our P-51's were after something and that is all we gathered. In operations about 1730 CST a phone call was received by Major Doyle that the plane had crashed near Franklin and the pilot killed.

4. At 1750 I was back in the air in the C-47 enroute to Bowling Green where I was to get transport to Franklin. I had mechanics, an Administration Specialist, and a co-pilot aboard. We arrived at 1815 CST at Bowling Green and proceeded to Franklin via Highway 31 and 68.

5. At the scene of the accident we carried on an exact of the investigation that was possible at night. We got affidavits from Mr. Hillis,

[illegible]

[illegible]

Mr. [redacted], the Army Sergeant, and two boys who watched the plane come down. Our formal accident report and ensuing action by the investigation board that will meet at Standiford in the next 48 hours.

A Summary of my opinion of the cause of the accident is compiled through what I have heard from various sources and affidavits concerning the accident.

[illegible] Capt. Mantell passed near Godman Field he switched to B channel to call Standiford Tower, the message was intercepted at Godman tower and he was directed to attempt to find out what the object was that they were watching. Lt. Hendrickx, who was on Mantell's wing as in a hurry to get to Standiford, so he asked to break off and was given permission by Mantell. Clements moved up and could see Mantell was talking as he switched from G channel to B channel.....Mantell spiraled up 65 high over setting and finally took a heading of about 267 degrees and was climbing about 180 MPH. Part of the conversation between Mantell and Clements was that Mantell thought the object was travelling about the speed he was climbing. At 20,000 feet Clements told Mantell they were getting too high. Clements wingman, Lt. Hammond had no oxygen and was getting dizzy. Clements finally had a plane that had some oxygen in it and he was wearing the mask because he could use a mask better for transmission that he could a throat mike. When Clements had reported to Mantell that he was turning back Mantell told him they would go to 25,000 feet level off, fly 10 minutes and then go down. When Clements broke off with his wingman at about 22,000 he called Mantell and informed him he had left and Mantell's reply was garbled. Clements last seen Mantell heading into the sun climbing at high speed. Clements and Lt. Hammond landed at Standiford and Clements refueled and took off again at 1075 EST, climbing to and the Franklin, Ky. area. Upon reaching 25,000 feet he reported over B channel that he was at 25,000 feet and didn't see a thing.....this was about 1000 or 1020 EST. Clements left a vapor trail near Franklin on the way south and passed under it on the way back north.

1235000

-8-

[illegible]

[illegible] Hatell was graduated from a single engine school, AT-6...he was put in a Vee Barrier outfit...trained in the States...went overseas to North Africa...from there to England...was in 3 day invasion, Normandy...flew the Ardennes Mission...flew the Rhine crossing mission...a ring 1 is that he flew transition in B-24's and C-47s back in the States at Dyersburg to taught Chinese cadets in the C-46. He was discharged about Nov. [illegible], 1945. His terminal leave was up about June [illegible], 1947...the first day of March date, Hatell started in business as part owner of a CE flying school. Hatell-Marshall Flying School, Bowman Field, Louisville, Ky. He was federally recognized in the Air National Guard about the 10th of February, 1947. He started flying the P-51 about May of 1947 and built his time to around [illegible] hours up until his death. He was a flight leader. His military time was approximately [illegible] hours, his civilian time was around [illegible] hours.

Accident, Major

9.- Captain Mantell's home life was normal. He had a wife and two boys...one 18 months and one about 6 years.. I was Mantell's closest friend and enough that he never had any personal problems, except the normal business worries, which were unknown to me if he had any of that type. The interest in flying could not be excelled. He loved the flying, felt he was the master of it, and flew...not cautious but like an agressive fighter pilot. I firmly believe that if he thought he had any chance of catching this object he would have pursued it knowingly to his death. I think he saw something more than a star or balloon...he was above average intelligent. He did respect the air-lane and the dangers of speeds. If some outside force did not cause his death, I think he passed out too quickly to change his line of flight. Mantell was six feet, weighted 190 lbs. husky, well-build man.

RICHARD L. RIDER,
Captain, AC, Ass.,
Operations Officer &
Investigator of the
Accident.

-10-

[redacted]

[redacted]
SIXTH AF BASE UNIT (MAG TAC)
GOBBER FIELD, FORT KNOX, KENTUCKY

A/MAG

20 January 1948

[redacted] FLYING SAUCER INCIDENT.

On the afternoon of 7 January 1948 I was on duty in the Control Tower, Gobber Field, as Chief Operator. We had been sighting an object in the sky which we were unable to identify from our position in the tower.

At approximately 1430 hours we sighted a 4-ship formation of P-51's approaching Gobber from the northwest heading towards Louisville. As they crossed over Gobber Field, I attempted to contact the flight of ships in the following manner:

"Gobber Tower calling the flight of 4 ships northbound over Gobber Field. Do you read? Over".

I gave that call twice and finally after the second call-up the Flight Leader of the formation acknowledged, "Roger, Gobber Tower. This is National Guard 669, Flight Leader of the formation. Over".

"National Guard 669 from Gobber Tower. We have an object due south of Gobber [illegible] unable to identify, [illegible] would [illegible] if you care [illegible] if you could you make a look for us if you will".

The Flight Leader acknowledged, "Roger, I have the gas and I will take a look for you if you give me the correct heading and any information you have on locating the object".

One of the four ships continued on towards Louisville. 3 of them swing around to the right and reversed their course, making just a heading of approximately 315° from Gobber Field, and climbing steadily.

At about 1435 or 1440 hours, National Guard 669 notified Gobber Tower in the approximately 15,000 feet.

"I have an object in sight above and ahead of me, and it appears to be moving at about half my speed or approximately 150 miles an hour."

When asked for a description of the object, he replied, "It appears to be a metallic object or possibly reflection of sun from a metallic object, and it is of [illegible] size.

Approximately 1445 or 1450 hours, the Flight Leader reported the object as, "directly ahead of me and slightly above, and is now moving at about my speed or better. I am trying to close in for a better look."

[redacted]

Very soon after that National Guard 669 who was in the flight with National Guard 669, attempted to contact the Flight Leader and then he was unable to do so. Information that he was returning to Standiford Field, as he was unable to contact the Flight Leader.

The aforegoing times mentioned are approximately only.

The conversation was not recorded. I have stated it in the way I remember it, to the best of my ability.

/s/ [redacted]
[redacted]
Technical Sergeant
Serial No. 18164476

A CERTIFIED TRUE COPY:

RICHARD L. TILE
Captain USAF

AFFIDAVIT

January, 1948
Franklin, Kentucky

I, William C. Mayes of Route 98, Lake Spring Road, Franklin, Kentucky, Simpson County do state that on [illegible] January 1948 at approximately three-fifteen P.M. I heard an airplane overhead making a funny noise as if we were diving down, and pulling up, but it wasn't, it was just circling. After about three circles the airplane started into a power dive slowly rotating. The plane was so high I could hardly see it when it started down. It started to make a terrific noise, ever increasing, as it descended. It exploded half way between where it started the dive and the ground. No fire was seen. It hit or crashed at about twenty [illegible] central. It didn't explode when it hit the ground and it not burn.

In witness whereof, I have hereunto set my [illegible] on Route 98, Lake Spring Road, Franklin, Kentucky, this [illegible] day of January, 1948.

William C. Mayes
Route 98, Lake Spring Road
Franklin, Kentucky

Sworn to and subscribed before me
this [illegible] day of January, 1948.

[illegible]
[illegible]
Captain [illegible]
[illegible]

AFFIDAVIT

January 1963
Versailles, Kentucky

[illegible] Hundred [illegible]
[illegible] P O Box [illegible]
[illegible] Kentucky

Listed below are the previous write [illegible]

10-24-47 Rudder trim indicator [illegible] to the left. C'Bryan. 10-25-47

11-9-47 Coolant leak. Leader hose ruptured, crack [illegible] and hose reinstalled. Replaced all hose with new hose. Plane run up and checked OK for flight. O'Bryan. Normalcheck a plane found OK for flight (C.T.Baker Flight chief). 11-9-47

11-8-47 Coolant leak. Coolant leak stopped by Vermilion. 100 hr. inspection completed. Work checked & plane found OK for flight(C.T.Baker Flight chief). 11-14-47

11-19-47 HF receiver VERY weak noisy, caused by fuel pump booster; OK when pump off. Retrain 200-400-HF receiver checked OK on ground. Marvin E. Duncan. 11-21-47

11-20-47 Compass [illegible] Compass swung by [illegible] 11-21-47

12-12-47 25 hour inspection completed by [illegible] & [illegible]. 12-12-47

12-18-47 "A" channel very [illegible] arm. [illegible]

Form [illegible] is [illegible] available.

MARIETTA ARMY AIR FIELD

MARIETTA, GEORGIA

7 Jan 1945

T.J.Mattell Jr. O-[illegible] Capt. [illegible]

R.E. Hendricks 1st. Lt. O-2043851 [illegible]

A.H. Clements 1st. Lt. O-[illegible] [illegible]

[illegible] 2nd. Lt. O-[illegible] [illegible]

165th Ftr Sq.

I certify that that weight and balance on this aircraft is identical with that shown on form [illegible] dated [illegible]

Date [illegible] Pilots Int. [illegible]

This aircraft is equipped with instruments and flashlight for IFR and Night Flights. Pilots Int. [illegible]

C. WEATHER DATA

A CERTIFIED TRUE COPY
/s/ Edwin A. Wood
EDWIN A. WOOD
Capt. USAF
Operations Officer

ALTIMETER SETTINGS

FORECASTS

I have been adequately briefed on the current WX and forecast WX affecting my flight and I understand the WX situation. (S) Thomas J. Mattell Jr.
PILOTS SIGNATURE

A CERTIFIED TRUE COPY

[illegible]
Captain Ty AAF

FLIGHT PLAN

Mattell

Marietta AAF

[illegible]

(S) Thomas J. Mattell Jr.

FLIGHT CLEARANCE AUTHORIZATION

AAF

[illegible]

[illegible] FIGHTER SQUADRON ([illegible])
Goodfellow Field
P. O. Box [illegible]
Louisville, Kentucky

[illegible] January 1948

SUBJECT: Transmittal of WD AAF Form 14

TO: Headquarters, Army Air Forces, Field Office, The Air Inspector, Langley Field, Va.

1. Transmitted herewith in accordance with [illegible] Air Regulation [illegible] dated [illegible] January 1947 is WD AAF Form 14 and allied papers pertaining to aircraft accident 7 January 1948 involving P-82B type aircraft, serial number 44-65080, the P-82B / 44-65080 piloted by Captain Thomas F. Mantell Jr. ASN [illegible] 0-[illegible], Pilot.

[illegible] J. [illegible]
Captain [illegible]
Commanding

15 Incl:
1. WD AAF Form 14
2. WD AAF Form 13
3. WD AAF Form 14
4. WD AAF Form 1
5. List of previous write ups on Form 14
6. Statement of Investigating Officer
7. Statement of Godman Field Control Tower Operator
8. Lt. Clements Statement
9. Statement of Glenn T. Hayes
10. Statement of Mrs. Carrie A. Phillips
11. Statement of William C. Hayes
12. Statement of William J. Phillips
13. Photographs of accident.

27

[illegible]

(between clouds to land)

(without tops)

[illegible]

) Approach void at: 1400

) I certify that the (pilot) [illegible] has acknowledged receipt of adequate weather briefing for this flight.

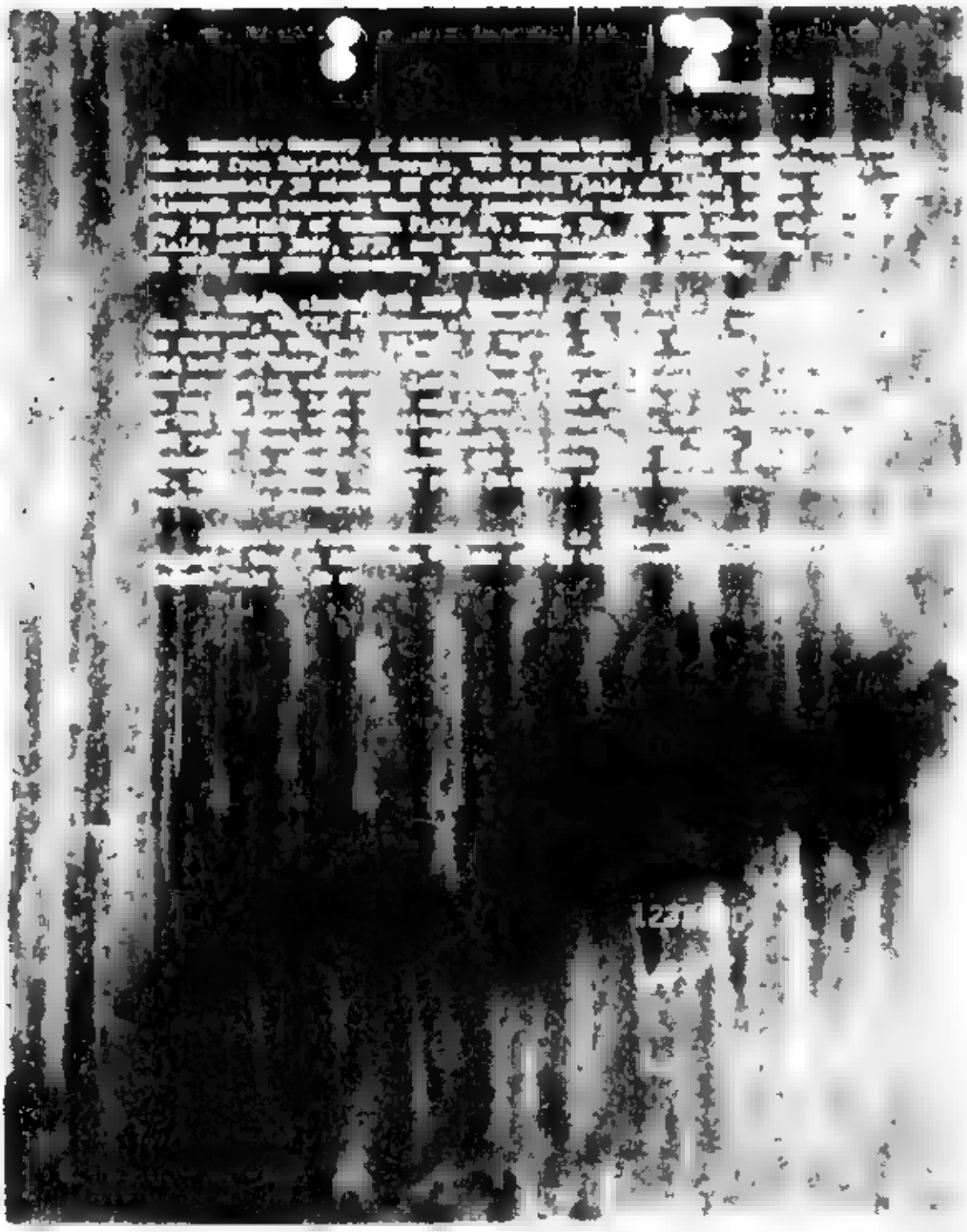
FOR THE COMMANDING OFFICER:

1235C00

/s/ [illegible]

Dispatcher Det 1A, [illegible]

[illegible]



[illegible] January 1946

[illegible]

[illegible] 7 Jan 1946 [illegible] Bagwell [illegible]

Standiford Field, Louisville Ky 30 D18425 110/800/32

[illegible] 7 Jan 1946 approximately 1600

[illegible] Louisville Ky [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Flight

[illegible] Date

[illegible] 4 PSI [illegible]

Ft. Louisville KY and requested [illegible]

covering in the [illegible]

climb toward [illegible]

Standiford field [illegible]

[illegible]

because of lack [illegible]

[illegible]

pilot Bagwell [illegible]

accident [illegible]

REPORT OF SPECIAL INVESTIGATION OF AIRCRAFT ACCIDENT
INVOLVING [illegible]

1. [illegible]

2. LOCATION OF ACCIDENT: [illegible]

3. AIRCRAFT: P-[illegible] No. [illegible]

4. [illegible]

5. [illegible]

6. [illegible]

AIRFRAME

[illegible]

ENGINE

[illegible]

PROPELLER

[illegible]

7. [illegible]

8. [illegible]

[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]

[illegible] 1235[illegible]

9. [illegible] 44

10. [illegible]

11. [illegible]

RESTRICTED

RESTRICTED

1235J00

[illegible]

[illegible] (Annex A)

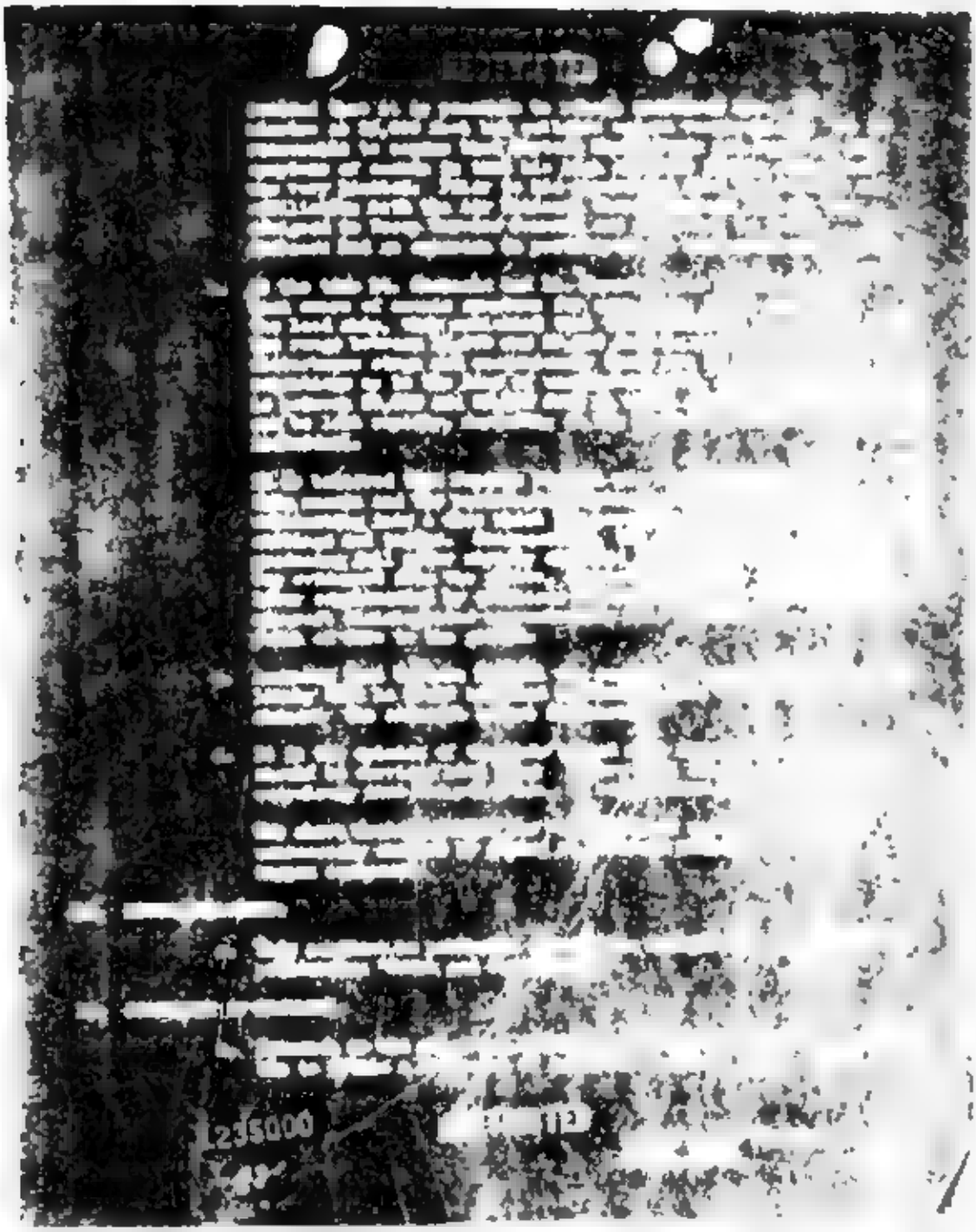
[illegible] (Annex B)

[illegible] (Annex C)

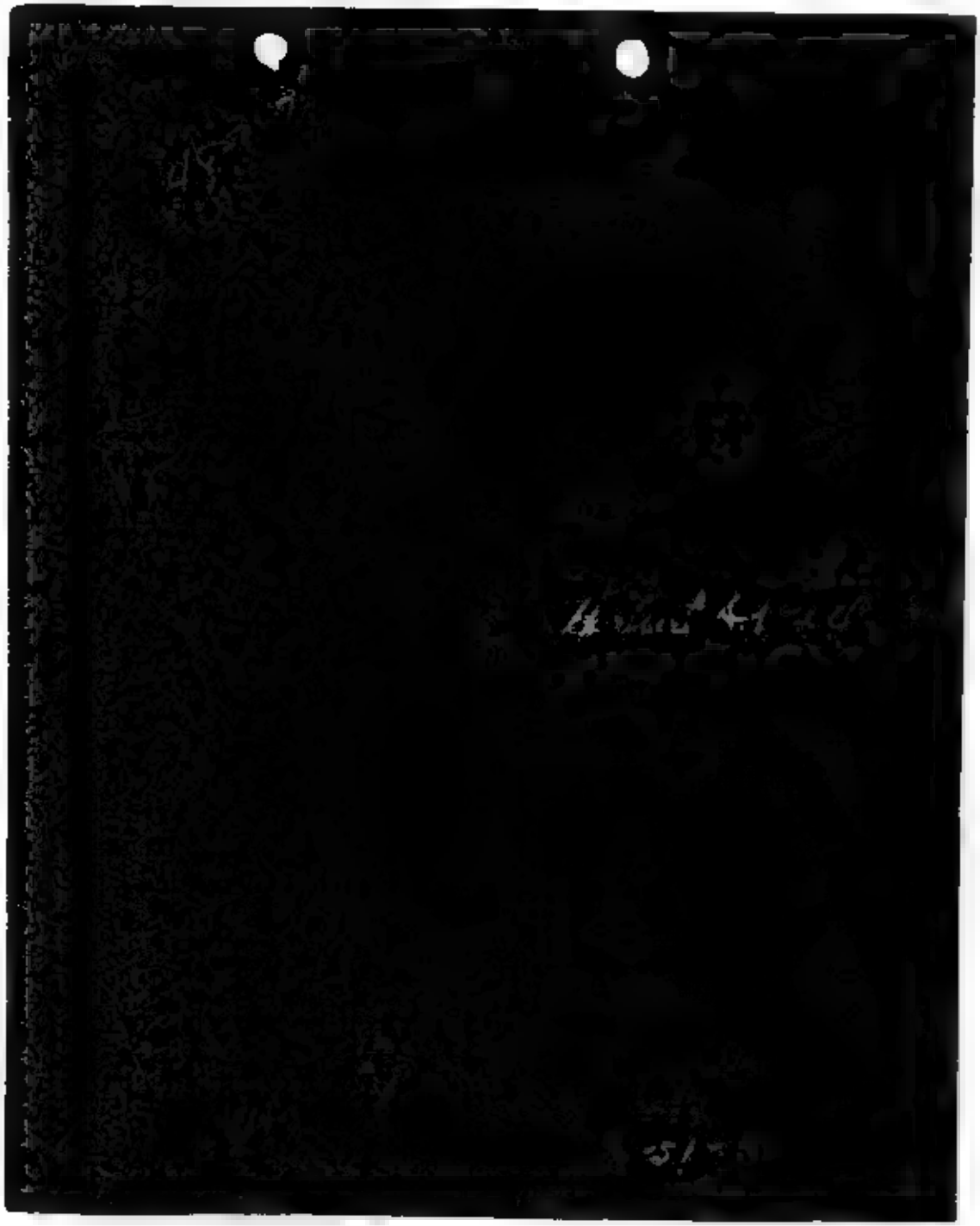
[illegible] (Annex D)

[illegible] civilian [illegible] circles started [illegible] (Annex E)

[illegible] ESTIMATED [illegible] 1425000


1235000

ROAD — Tremble Smith



[illegible]

[illegible] Office of Senior Air Instructor, [illegible] SUBJECT: [illegible] Transmittal of WD AF Form 24, [illegible]

[illegible] GLE,tld

[illegible] January 1946.

[illegible] Commanding General, 26th AF, [illegible] Church Street, Harrisburg, Pa.

Paragraph 2, below communication, complied with.

ROSCOE L. MURRAY,
Brigadier General, [illegible]
The Adjutant General.

1 Incls.
N/a

Off of [illegible]
Subject: [illegible]

[illegible] SAC

[illegible]

[illegible]

[illegible] Flying Safety Division, United States Air Force, Langley [illegible]

[illegible] Aircraft [illegible] Investigating Board are con[illegible]

[illegible] pilots [illegible]

R J Barnard

[illegible]

[illegible]

Copy of the Army, [illegible] National [illegible] Washington [illegible]
11 Mar 46

[illegible] Office of the Air Inspector, United States Air Force, Washington 25, [illegible]

[illegible] Chief of Staff, Chief, Office of Air Inspector, Flying Safety Division, Langley Field, Virginia.

[illegible] with recommendations of the Aircraft Accident [illegible] taken by the Senior Air Instructor.

CONFIDENTIAL

HEADQUARTERS
315TH AF BASE UNIT (RAS TWO)
GODMAN AF BASE, FORT KNOX, KENTUCKY

12 April 1948

SUBJECT: Project "Sign"

TO: Commanding General
Air Material Command
Wright-Patterson AF Base
Dayton, Ohio
(ATTN: MCIA)

1. In compliance with letter your Headquarters, dated 9 April 1948, and letter dated 14 January 1948. One copy of requested report is enclosed herewith.

2. Capt. James F. Duesler is no longer a member of this Organization, therefore status of investigation premised Mr. A. C. Loadding by subject officer can not be determined.

LEWIS B. WRIGHT
Major, USAF
Commanding

3 Incl
1. cy ltr dtd 1/14/48
subj: Req for Rpt on
Crashed P-51 MG Acrft
2. cy ltr dtd 4/9/48
subj: Project "Sign"
3. cy ltr dtd 9/1/48
subj: Report of Observation
Unidentified Objject above
Godman Field

CONFIDENTIAL

'Saucer' Cause Of Plane Crash

LOUISVILLE Ky Jan. 8 (AP)—The Kentucky National Guard headquarters revealed here today that Capt Thomas F M[illegible]tell Jr 25 was killed in a plane collision near Franklin, Ky [illegible]nesday while chasing what was believed to be a flying saucer

Mantell was one of three Kentucky National Guard officers sent to investigate a reported flying saucer in the sky near Fort Knox. The object also was reported visible at Hopkinsville Ky Nashville Tenn and other points in the two states

Mantell was flying a P-51 National Guard plane which witnesses said apparently exploded in the air and crashed near Franklin

Capt R L Tyler Louisville operations officer for the Kentucky Air National Guard with headquarters at Standiford Field, said his investigation into the crash convinced him that Mantell blacked out because he reached a height of about 30,000 feet.

He said the plane went into a dive at this time and began to disintegrate at about 15,000 feet because of its great speed He added that Mantell was chasing some object in the sky

'Flying Saucer' Seen In State

FORT KNOX, Ky., Jan. 7 (AP)—A "flying saucer" reportedly was seen here Wednesday and Col Guy F Hix commander of Godman Field, sent three airplanes after it but the "saucer"—if that's what it was—got away just as did those which

Thursday Aft

[illegible]ra meeting season at Churchill Downs.

Praise for the Louisville orchestra has been spread by many of the top-ranking musical figures, instrumental and vocal soloists, who have performed with the organization in its 11 years of playing.

"Don't worry about Louisville," these soloists have been told in New York "You won't have any trouble with that orchestra."

The Paris concerts at 7:30 and 8 p.m. will be given under the auspices of the Bourbon County Woman's Club. At the afternoon concert, the children of Bourbon county will be guests of Paris businessmen who have helped guarantee the orchestra's appearances.

occasioned all sorts of tales last year

Col Hix said the saucer became visible here about 2 p m. "It was to the south and near the sun, very white and looked like an umbrella," he elaborated

Three National Guard planes happened to be circling overhead at the time, so the colonel said he radioed the craft to give chase. But a few minutes later the pilots radioed back the saucer was too high and going too fast for them to catch

The Army officer said he watched the saucer through powerful binoculars, and that from an observation tower it appeared motionless

"I thought it was a celestial body but I can't account for the fact it didn't move. I just don't know what it was."

Dr Walter L Moore of the University of Louisville said the planet Venus was near the sun at the time the saucer was reported seen

CONFIDENTIAL

UNITED STATES AIR FORCE
AIRWAYS AND AIR COMMUNICATIONS SERVICE, ARC
DETACHMENT 731-8 AF BASE UNIT (1030 AACS SQ)
Godman Field, Fort Knox, Ky

9 January 1960

AFFIDAVIT OF T SGT QUINTON A BLACKWELL

I, T Sgt Quinton A Blackwell, AF18182475, was on duty as chief operator in the Control Tower at Godman Field, Ky. on the afternoon of 7 January 1960. Up until 1315 or 1320 matters were routine. At approximately that time I received a telephone call from Sgt Cook, Col Sis's office, stating that according to Ft Knox Military Police and "2" from state police, a large circular object from 250 to 300 ft in diameter over Shepville, Ky. and requested I check with Army Flight Service to see if any unusual type aircraft was in that vicinity. Flight Service advised negative on the aircraft and took the other info, requesting our CO verify the story. Shortly afterward Flight Service gave Godman Tower positions on an object over Irvington, Ky. then Owensboro, Ky. of about the same size and description. About 1345 or 1340 I sighted an object in the sky to the South of Godman Field. As I wanted verification, I called my Detachment Commander, 1st Lt Orner, to the Tower. After he had sighted the object, he called for the Operations Officer, Capt Carter, over the telehalt box from the Traffic Desk. He came up stairs immediately, and looked at the object through the field glasses in the Tower. He then called for the CO, Col Sis. He came to the tower about 1420 (appx) and sighted the object immediately. About 1430 to 1440 a flight of four F-41's approached Godman Field from the South, enroute from Marietta, Ga. to Standiford Field, Ky. As they passed over the tower I called them on "A" channel, VHF and asked the flight leader, YC 560, if he had enough gas and if so, would he mind trying to identify an object in the sky to the South of Godman Field. He replied in the affirmative and made a right turn around with two planes and proceeded South from Godman Field. The fourth plane proceeded on to Standiford Field alone. The three ship formation proceeded South on a heading of 210°, climbing steadily. About 1445 the flight leader, MS 500, reported seeing the object "ahead and above, I'm still climbing". To which a wing man returned, "What the hell are we looking for"? The leader reported at 16,000 ft that "The object is directly ahead of and above us now, moving about half my speed". When asked for a description he replied, "It appears metallic object of tremendous size". At 18,000 ft, the flight leader reported, "I'm still climbing, the object is above and ahead of us moving at about my speed or faster, I'm trying to close in for a better look. This last contact was at about 1510. About 5 min. afterward, the other two ships in the flight turned back. As they passed over Godman MS 500 reported "It appears like the reflection of sunlight on an airplane canopy". Shortly afterward, the same pilot and plane took off from Standiford and resumed the search. He went to 19,000 ft, one hundred miles South and did not sight anything. I left the Control Tower shortly afterward.

RESTRICTED

HEADQUARTERS
AIR TRANSPORT COMMAND
WASHINGTON 25, D. C.
OFFICE OF AC/S, A-2

15 January 1948

SUBJECT: Report of Unusual Incident

TO: Commanding General
Air Materiel Command
Wright Field, Dayton, Ohio
ATTN: T-2

1. Transmitted herewith is a report of an unusual incident, forwarded to this office by the Air Transport Command, Flight Service Center, Wright Field, Dayton, Ohio.

2. Subject report is forwarded for your information due to the possibility that a copy may not have been furnished your office by the Unit refered to in par. 1.

1 Incl
as above

James F. Brady
JAMES F. BRADY
Lt. Col., USAF
Assistant Chief of Staff,
A-2

RESTRICTED

[redacted]

At approximately 1400E, 7 January 1948, Kentucky State Police reported to Ft Knox Military Police they had sighted an unusual aircraft or object flying through air, circular in appearance approximately 250 - 300 feet in diameter, moving westward at "a pretty good clip." This in turn was reported to the Commanding Officer, Godman Field, Ft Knox, Kentucky, who called Godman Tower and asked them to have Flight Service check with Flight Test at Wright Field to see if they had any experimental aircraft in that area.

Captain Hooper at Flight Test Operations stated, "We have no experimental aircraft in that area, however we do have a B-29 and an A-26 on photo missions in that area." This information was relayed to Godman Tower by dispatcher on duty and a verification on report was asked for.

Godman Tower later called back and stated first report was by radio to Ft Knox Military Police and followed by telephone call to same from State Police.

Information on P-51's and further reports are reported as follows by Captain Arthur T. Jehli, Supervisor of the 1600E - 2400E shift.

"When the 1600E - 2400E shift reported for duty we were advised that a "disc", or balloon, or some strange object was seen hovering in the vicinity of Godman Field. This object was seen by the Commanding Officer and Operations Officer of Godman Field who advised that they would attempt to send aircraft to ascertain the size and shape of the object.

"At this time there was a flight of 4 P51's enroute from Marietta, Georgia to Standiford Field, Louisville, Kentucky. The lead ship was NO 3869, pilot Mantell. The Commanding Officer, Godman Field contacted this pilot and requested that he investigate the object overhead.

"One of the ships of the formation, NO 336 pilot Hendricks, landed at Standiford Field. The 3 other aircraft started to climb toward the object.

"At 22,000 feet pilot Hammond, NO 737, advised Clements, NO 600, that he had no oxygen equipment. Both pilots then returned to Standiford Field; pilot Mantell, NO 3869, continued climbing.

"Pilot Clements, NO 600, refueled and went back up to 32,000 feet but did not see either the strange object or the aircraft NO 3869 again, and so returned to Standiford Field.

"At 1750E, Standiford Field advised that NO 3869, pilot Mantell, crashed 5 miles SW Franklin, Kentucky approximately 1630.

"We then sent an arrival of 1500C for the 3 aircraft, NO 336, NO 737, and NO 600, also notified Bunnell Flight Service Center that NO 3869 had crashed.

"Maxwell Flight Service Center made a long distance call to Franklin, Kentucky and spoke to police officer Joe Walker, who took charge at the scene of the accident.

"Officer Walker stated that when he arrived the pilots body had been removed from the aircraft. Upon questioning eye witnesses, Officer Walker learned that the aircraft had exploded in the air before it hit the ground, but, that the aircraft did not burn upon contact with the ground.

"The wreckage was scattered over an area of about one mile, and at that time the tail section, one wing, and the propeller had not been located.

"Lt Tyler, Operations Officer at Standiford Field, departed Standiford Field for Bolling Green, Kentucky in MC 5101 to investigate the accident - Also at our suggestion an investigation party and Military Police were dispatched from Godman Field to the scene.

"So much for the accident - now hold on to your hat!

"Godman Tower again contacted us to report that there was a large light in the sky in the approximate position of the object seen earlier. Then Lockbourne Tower and Clinton County Tower advised a great ball of light was traveling southwest across the sky.

"We then contacted Olmsted Flight Service Center and gave them all the information available to deliver to the Air Defense Command at Mitchel Field, Hempstead, New York.

"Later we received a call from St Louis Tower advising that a great ball of light was passing directly over the Field - Scott Tower also verified this.

"We then received a call from Air Defense Command through Olmsted Flight Service Center advising us to alert Coffeyville, Kansas, Ft Smith, Arkansas, and Kansas City, Missouri, and that they had plotted the object as moving NNW at 250 miles per hour.

"We then received information from Maxwell Flight Service Center that a Dr. Seyfert, an astronomer at Vanderbilt University, had spotted an object SSE of Nashville, Tennessee that he identified as a pear shaped balloon with cables and a basket attached, moving first SSE, then , at a speed of 10 miles per hour at 25,000 feet. This was observed between 1630C and 1645C.

"Olmsted Flight Service Center then advised us to instruct Godman Field to forward a complete report of the whole incident to Air Defense Command at Mitchel Field, Hempstead, New York as soon as possible.

"The Military Police at the scene of the accident called back and advised Godman Field that someone at Madisonville, Kentucky had observed, through a Vlank telescope an object described as cone shaped, 100 feet from top to bottom, 45 feet across, and 4 miles high proceeding NW at 10 miles per hour.

RECORDED

"All this time the weather observer at Godman Field was spotting the object with a Theodolite and keeping a record of times, elevations and azimuths.

"St Louis ATC advised of an article printed in the "Edwardsville Intelligencer", Edwardsville, Illinois, describing an object, over the town at 0720C, of aluminum appearance without apparent [redacted] or control surfaces which was moving southeast. This object remained visible for about 30 minutes. This article went on to describe the amazement and wondering of the editor regarding this object - and you can bet that he was no more confused than I am at this moment."

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UNITED STATES AIR FORCE
AIRWAYS AND AIR COMMUNICATIONS SERVICE, ATC
DETACHMENT 733-6 AF BASE UNIT (1008 AACS SQ)
Godman Field, Fort Knox, Ky.

9 January 1948

STATEMENT OF PFC STANLEY OLIVER

I, Pfc Stanley Oliver, was on duty in the Control Tower at Godman Field on the afternoon of 7 January 1948. When first heard of the object in the sky about 1320 CST, we received a phone call from Colonel Hix's office that a large object was sighted at Louisville, Kentucky, the supposed object was supposed to be about 250 feet to 300 feet in diameter at 1330 CST or more.

Sgt Blackwell sighted an object to the southwest of Godman Field and he asked me if I saw it. I saw the object but thought I was imagining I saw it and Sgt Blackwell told me to look again. This time I was really sure I saw an object and then we called Lt Orner, who came to the Control Tower and he too saw the object. Lt Orner then called Captain Carter who, after coming to the Control Tower, also saw this object. Captain Carter called Colonel Hix who came to the Control Tower and he too saw the object. We all then attempted to figure out just what it could be and to me it had the resemblance of an ice cream cone topped with red.

At or about 1445 CST we sighted five (5) P-51 aircraft coming on from the southwest and as they came over the Control Tower someone suggested contacting the aircraft. Sgt Blackwell contacted them on "9" channel (VHF) and aircraft acknowledged his call. Someone suggested they try to overtake the object and we requested the planes to try and the flight leader stated he would. The call sign of this ship was NG889. They turned around and started toward the southwest again. One pilot in the formation told the flight leader that he would like to continue on to Louisville with the flight leader giving his permission to do so. We kept in contact with the flight leader for about twenty-five (25) minutes. The last contact we had with the flight leader was when one of his wingmen called and said "what the hell are we looking for". Flight leader stated he had the object in sight and he was going up to see what it was. He said at present he was at 18000 feet and was still climbing. Those were the last words I believe we heard from him. Other pilots in the formation tried to contact him but to no avail.

In about another ten or fifteen minutes another P-51 took off from Standiford Field to look for the object. He gave us a call and asked if we still had the object in sight. We was told that at present the object was behind a cloud formation but he said he would try and locate it and in the meantime he tried contacting his flight leader but was unable to do so. He then reported he was unable to see the object and was coming back in when he came over the Control Tower.

I received a call from Standiford Operations that the plane had crashed and the pilot was killed at Franklin, Kentucky. He then sighted

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STATEMENT OF PFC STANLEY OLIVER (Cont'd)

the object again and to my belief the object was a great distance from Godman Field and it was so far I couldn't tell if it was moving or not.

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HEADQUARTERS
ELEVEN AIR BASE UNIT (RED TAIL)
OFFICE OF THE AIR INSPECTOR
GODMAN FIELD, FORT KNOX, KENTUCKY

A/INS/hmc

373.2

9 January 1948

SUBJECT: Report of Observation of Unidentified Object in Skies Above Godman Field

TO: Commanding General
Eleventh Air Force
1412 South Cameron Street
Harrisburg, Pennsylvania
ATTENTION: Lt. Col. Chandler PIO Section

1. The inclosed certifications are of personnel from Godman Field who witnessed the object in the southeastern sky from Godman Field on 8 January 1948, with additional information concerning the loss of a P-51, (83669).

2. Standiford Tower, Standiford Field, Louisville, Ky., reported that two aircraft of an unspecified type were taking off from Standiford at approximately 1500 hrs. and could be directed to proceed to Godman to assist in determining a definite status of the reported object. These aircraft did not appear. Another flight composed of four P-51's flew directly over Godman Tower at approximately 1500 hrs., at which time they were asked their identification. Upon being informed that they were National Guard aircraft from Standiford Field, and upon their replying in the affirmative that sufficient gas was available, they were asked if they would deviate from their course to assist in determining the nature of the object. Their ETA for the flight to Standiford was changed at that time.

3. The object, as it appeared to the naked eye, was circular in shape and, if it was a great distance away, was 1/30th the size of a full moon. If it was an early object, the size, as compared to the diminishing size of the P-51's flying toward it, seemed to be at least several hundred feet in diameter.

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6 Inst
1. Statement
Mr. Stanley Sikes
2. Statement
T.Sgt. G.A. Blackwell

2. [illegible]
[illegible]
[illegible]

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3. Statement Capt. Gary E. Carter
4. Statement Capt. James F. Dessler, Jr.
5. Statement Col. Guy F. Hix, Commanding Officer
6. Statement 1Lt Grant

JTD.2 1st Ind A/OOE/hwg

HQ 305TH AP BASE UNIT (BAS TM), Godman Field, Ft. Knox, Ky. 9 Jun 48

TO: Commanding General, Eleventh Air Force, 1612 South Cameron Street Harrisburg, Pennsylvania
ATTENTION: Lt. Col. Chandler, FIO Section

1. Forwarded in accordance with telephone instructions, your office, this date.

2. A Mr. Loadding, civilian investigator for the Intelligence Division, Department of the Air Force, assigned to Wright Field, Ohio, arrived at this headquarters, this date, and made a thorough investigation of the matters listed in basic letter.

3. After obtaining statements and full information on the matter, he issued instructions that no reports on the subject would be made until further notice was given.

4. This report, however, is forwarded in compliance with your instructions.

6 Incls
a/s

GUY F. HIX
Colonel, USAF
Commanding

"CERTIFIED A TRUE COPY"

JAMES F. DESSLER, JR.
CAPTAIN, USAF

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[illegible]

[illegible]TH AF BASE UNIT (AAF TRS)
GODMAN FIELD, FORT KNOX, KENTUCKY

9 January 1948

The undersigned was on duty at Godman Field 7 Jan 48 as Operations Officer.

At approximately 1440 hours and 7 minutes, 7 Jan 48 I received a call from Lt. Orner, [illegible], that the Tower had spotted an unidentified object and requested that I take a look. Lt. Orner pointed out the object to the southwest, which was easily discernable with the naked eye. The object appeared round and white (either than the clouds that passed in front of it) and could be seen through cirrus clouds. After looking through field glasses for approximately 3 or 4 minutes I called Gen. Sin's office, advising that office of the object's presence. Lt. Col. Reed and Capt. Ruseler came to the tower immediately. Gen Sin followed them.

About this time a flight of four P-51 aircraft were noticed approaching from the south. I asked Tec. Sgt. Blackwell, Tower Operator to contact the planes and see if they would take a look at the object for us. The planes were contacted and stated they had sufficient gas to take a look. One of the planes proceeded on to Shanklin, the other planes were given a heading of 330°. One of the planes said he spotted the object at 1200 o'clock and was climbing toward it. One of the planes then said, "This is 15,000 ft., let's level out". One of the planes, at this point (approximately place the gas the subject) estimated the speed (the object's) at 1000 P.M. A few seconds later he stated the object was going up and forward as fast as he was. He stated that he was going to 20,000 feet, and if he should see going to abandon the chase. This was the last radio contact I heard. It was impossible to identify which plane was doing the talking in the above report. Later we heard that one plane had landed at Shanklin to get fuel and appear to resume the search.

The undersigned reported to Flight Service a description, position of the object while telephone contact for it.

"[illegible] A TRUE COPY"

JAMES F. [illegible], Jr.
CAPTAIN, USAF

/s/ Guy S. Gardner
[illegible] USAF
Operations Officer

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UNITED STATES AIR FORCE
AIRWAYS AND AIR COMMUNICATIONS SERVICE, ATC
DETACHMENT 783-B AF BASE UNIT (1030 AACS SQ)
Godman Field, Fort Knox, Ky

9 January 1948

STATEMENT OF LT PAUL J OKNER

Following is an account of the sighting of unknown objects from the Control Tower on 7 January 1948 at Godman Field:

On the above date at approximately 1400 CST a report came in to the Control Tower through M Sgt Cook of a report of an unidentified object flying at terrific speed in the vicinity of Maysville. This call was cancelled minutes later by the Military Police at Fort Knox who had instructions from the Kentucky State Police.

Very soon thereafter several reports of the same nature came from Flight Service saying this object was over Irvington and Owensboro, Kentucky. At the same time an object was reported by T Sgt Blackwell, Chief Control Tower operator on duty. I was in the office of the Commanding Officer checking the call from the Fort Knox Military Police at this time. When the call was cancelled I was returning to the Control Tower to see the object sighted by them. I immediately went to the Control Tower and saw a small white object in the southwest sky. This object appeared stationary. I was unable to tell if it was an object radiating its own light or giving off reflected light. Through binoculars it partially appeared as a parachute done with bright sun shining on the top of the silk but there also seemed to be some red light around the lower of it.

The Commanding Officer, Operations Officer, S-2 and Executive Officer were called immediately. Several minutes after the object was sighted a flight of four (4) P-51's came over the field from the south. I instructed T Sgt Blackwell to call flight leader and ask if they had seen any evidence of this object. The flight leader answered negative and I suggested to the Operations Officer that we ask them if they had enough gas to go look for this object. The Tower operator was instructed to call the flight leader and he answered "yes" to this question. One (1) P-51 had permission from the flight leader to break formation and continue where he landed several minutes later on their original flight plan. The flight leader and two (2) other planes flew a course of 210° and in about five (5) minutes sighted the object. At first the flight leader reported it high and about one-half his speed at "12 o'clock". Shortly thereafter the flight leader reported it at about his speed and later said he was closing in to take a good look. This was the last message from [redacted], the flight leader. [redacted] shortly thereafter reported [redacted] disappeared. From pilots reports in the formation [redacted] was high and ahead of the wing man at about 1515 CST to 1530 CST when he disappeared. [redacted] said he was breaking off with other wing man to return to Standiford Field due to lack of gas. This was about 1525 CST to 1530 CST. From messages transmitted by the formation it was estimated the flight leader was at 15 to 20 thousand feet and the wing man at approximately 10 thousand feet wide formation when the flight leader [redacted] disappeared. [redacted] and other wing man returned to Standiford Field.

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STATEMENT OF LT PAUL I GRAER (cont'd)

NG800 passed up and got more oxygen and flew a second mission on the same heading of 210° to a position of about 100 miles south of Godman Field to an altitude of 33 thousand feet and did not sight the object. At about 1846 CST when NG800 reported not seeing the object I left the Control Tower.

At about 1735 CST I returned to the Control Tower and a bright light different than a star at a position of about 240° azimuth and 8° elevation from the Control Tower. This was a round object. It seemed to have a dark spot in the center and the object moved north and disappeared from the horizon at a point 250° from the Tower. The unusual about this object was the fact that it remained visible and glowed through the haze near the Earth when no other stars were visible and did not disappear until it went below the level of the Earth in a manner similar to the sun or moon setting. This object was viewed and tracked with the Weather Station theodolite from the hanger roof.

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HEADQUARTERS
XLVIII AIR BASE UNIT (RED TAIL)
GODMAN FIELD, FORT KNOX, KENTUCKY

A/Neg

9 January 1948

At approximately 1300 hrs. a call came to this Headquarters from State Police, reporting a flying object near Elizabethtown. Another report came in from Louisville about ten minutes later. A third call came in from Lexington, Kentucky. (All these towns are south of Godman Field).

We alerted the Tower to be on the lookout for flying objects. At 1445 hrs. the Tower notified me that an object had been sighted at about 225°. I went to the Tower and observed the object until 1550 hrs., when it disappeared behind the clouds.

The object observed could be plainly seen with the naked eye, and appeared to be about one-quarter the size of a full moon, white in color. Through eight-power binoculars, the object seemed to have a red border at the bottom, at times, and a red border at the top at times. It remained stationary for 1½ hours.

When I arrived in the Tower, Tech. Sgt. Quinton Blackwell had sentenced three P-51 airplanes over the field and suggested that they have a look if they had sufficient fuel. When I arrived, they were within sight of the Tower, headed on a course of 215°.

I heard one of the pilots report that he saw the object straight ahead and estimated the speed of 180 M.P.H. The pilot stated that the object was very large and very bright.

/s/ Guy F. Hix
GUY F. HIX
Colonel, USAF
Commanding

"GUARDIAN A THIS GUY"

JAMES F. HUNKER, JR.
CAPTAIN, USAF

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A/[illegible]

[illegible] AF BASE UNIT ([illegible])
[illegible] FIELD, [illegible], KENTUCKY

9 January 1948

At approximately 1130, 7 Jan 48, I accompanied Lt. Col. [illegible] out to the Godman Field Control Tower to observe "an object hanging high in the sky south of Fort[illegible]".

Shortly after reaching the tower, Col. Guy F. Hix, Commanding Officer, was summoned; it was at that time that I first sighted the bright silver object.

Approximately five minutes after Col. Hix came into the tower, a flight of four P-51's flew over Godman. An officer in the tower requested that the Tower Operator call this flight and ask the Flight Leader to investigate this object if he had sufficient fuel. The Flight Leader (Capt. Thomas F. Mantell) answered that he would, and requested a bearing to this object. At that time one member of the flight informed the leader that it was time for him to land and broke off from the formation. This A/C was heard requesting landing instructions from his home field, Standiford, in Louisville.

In the meantime the remaining three P-51's were climbing on the course given to them by Godman Tower towards this object that still appeared stationary. The Tower then advised the Flight Leader to correct his course 5 degrees to the left; the Flight Leader acknowledged this correction and also reported his position at 7,500 feet and climbing. Immediately following the Flight Leader's transmission, another member of the Flight asked "Where in the hell are we going?" In a few minutes the Flight Leader called out an object "twelve o'clock high". Asked to describe this object, he said that it was bright and that it was climbing away from him. When asked about his speed, the Flight Leader stated he was going about half his speed, approximately 300 M.P.H.

None of us in the Tower lost sight of the flight, but could still see this object. Shortly after the last transmission, the Flight Leader said he was at 14,000 ft, and still climbing after "it", but that he judged its speed to be the same as his. At that time a member of the flight called to the leader and requested that he "level off", but we heard no reply from the leader. This was the last message received from any member of the flight by Godman Tower.

/s/ [illegible]
[illegible]
[illegible]

"CERTIFIED A TRUE COPY"

[illegible]
CAPTAIN, USAF

CONFIDENTIAL

Flying Saucers Again Reported Over Kentucky

Fort Knox, Ky., Jan. 7 (AP).—Flying saucers are said to be sailing Kentucky skies again.

The object spotted early this afternoon by Col. Guy F. Hix commander of Godman Field here was chased by National Guard planes and followed from the ground by State highway patrolmen.

He ordered three National Guard planes to follow the object and the pilots reported later they were 20,000 feet high and the saucer was still above them. They estimated its speed at about 180 miles per hour.

Highway patrol headquarters at Elizabethtown also reported receiving calls from cruisers whose occupants said the disk resembled an ice cream cone with a little dip at the bottom.

[illegible] - [illegible] 1952

CHASES FLYING SAUCERS—DIE! —Louisville, Ky., Jan. 9. — National Guard headquarters reported Capt. Thomas F. Mantell Jr., 25, was killed when his plane crashed while he was chasing what was reported to be a flying saucer. Mantell was an air hero during the allied invasion of Normandy. (AP Wirephoto)

Incident # 33

Incident # 34

SECRET

T-5331

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 13 Oct 47 Incident # [illegible]
2. Time 5:30 a. m. - shortly before dawn
3. Location 14 miles North of Dauphin, Manitoba, Canada
4. Name of observer Judge Kenny
5. Occupation of observer Judge
6. Address of observer N/S
7. Place of observation On on route to Mundapogeis (14 miles N of Dauphin
8. Number of objects 1
9. Distance of object from observer Could not be estimated
10. Time in sight 3 seconds
11. Altitude Could not be estimated
12. Speed Meteorite
13. Direction of flight From East to West
14. Tactics N/S
15. Sound No noise
16. Size Grew from size of large grapefruit to size of large football
17. Color N/S - altho blue light observed at the explosion stage
18. Shape N/S
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails None
22. Weather conditions [illegible]
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance Exploded like a sky-rocket
26. Remarks: (over)

SECRET

9-2135-1

On 13 Oct 47, at approx 5:30 a. m., Judge Heaney in the company of C. H. Bates were traveling via a closed car north on highway to Winnipegosis about 14 miles north of Dauphin. Dawn had not yet broken. Sky to the northeast clear with stars visible. Object first observed traveling from west to east. When first noticed it was about the size of a large grapefruit which increased in size to that of a large football. Object in view approx 3 seconds and moved eastward horizontally to the earth at meteoric speed. At first thought to be aircraft light but it kept getting closer to earth. Slightly west of due north at estimated elevation 10° it exploded throwing a brilliant reddish tinged cone of fire forward & downward. No noise heard. At the time of the explosion, Mr Bates commented to Judge Heaney that there must have been terrific heat from the object to give it such a bluish tinge. No tail on the object. When it exploded fragments were thrown forward & downward giving off bluish light.

NOTE: A group consisting of Mr. A. K. Hickson, Mr. V.P. Marley (graduate of the CIT jet propulsion course) both of the Guided Missile Section of the Defense Research Board, Lt Col W. B. Wilcox, ATSO f/Wright Fld and Dr. J. K. Roelofs queried the object to be a meteor in that the 10° elevation at first upon seen together with terrific speed observed would place the object in the stratosphere to be seen by the several groups who witnessed the phenomena.

SECRET

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 13 Oct 47 Incident # 344
2. Time 5:30 - 5:45 A. M.
3. Location 14 miles north of Dauphin, Manitoba, Canada on highway to Winnipegosis
4. Name of observer G. R. Bates
5. Occupation of observer Mgr Gov't Liquor Off., Dauphin, Manitoba, Can.
6. Address of observer Gov't Liquor Office, Dauphin, Manitoba, Can
7. Place of observation Closed car 14 miles N of Dauphin
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight Approx 3 seconds
11. Altitude N/S
12. Speed that of meteor or falling star
13. Direction of flight NW to SE
14. Tactics N/S
15. Sound No noise
16. Size When first observed: size of first magnitude star which grew [redacted]
17. Color Blue ball of fire
18. Shape ball
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails None
22. Weather conditions Clear -
23. Effect on clouds N/S - no clouds
24. Sketches or photographs None
25. Manner of disappearance Exploded like a firecracker
26. Remarks: (over)

SECRET

S-5335-1

SECRET

On 13 Oct 47 at 5:30 - 5:45 A. M., Mr. G. D. Bates in the company of Judge Kenney were proceeding north on the highway to Winnipeg's some 14 miles north of Dauphin. It was not yet dawn. Sky to northeast clear with stars visible. First noticed a blue light to the northeast at an elevation of 25°. It was moving eastward with the speed of a meteor. First thought to be aircraft light but as it moved across sky it grew larger and kept getting closer to the earth - apparently traveling from NW to the SE. When first observed it seemed the color and size of a first-magnitude star. At a point slightly east of due north at about a 10° elevation it exploded, throwing a brilliant & reddish tinged cone of fire forward and downward. No noise was heard. The cone appeared to be composed of fine specks of incandescent material with some larger pieces - much like an explosion of a sky rocket. But at no time was any tail seen - simply a bright ball growing larger and then the explosion. The ball seemed to grow in size - an analogous comparison - the spread in diameter between a golf ball to a football. It appeared as a ball of blue fire until the explosion.

NOTE: Mr. Bates account tallies with that of Judge Kenney with the exception that the judge apparently did not notice the blue tinge until the time of the explosion.

SECRET

Incident 34-a
S-5335-1

SECRET

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident #3[illegible]

1. Date 13 October 1947
2. Time 0530
3. Location Manitoba
4. Name of observer Dr. [illegible] Niesbrecht
5. Occupation of observer Veterinary Surgeon
6. Address of observer 1[illegible] Kingston Row, Dauphin, Manitoba
7. Place of observation North Highway between Grosse Isle and Warren
8. Number of objects 1
9. Distance of object from observer 2 miles
10. Time in sight 30 seconds
11. Altitude 1000 feet
12. Speed not stated
13. Direction of flight South South west
14. Tactics appeared to dip toward the ground and then disappear
15. Sound no noise
16. Size Soccer ball
17. Color green
18. Shape Soccer ball
19. Odor detected Not stated
20. Apparent construction Not stated
21. Exhaust trails tail of green colored sparks
22. Weather conditions Not stated
23. Effect on clouds Not stated
24. Sketches or photographs None
25. Manner of disappearance go out
26. Remarks: (Over)

SECRET

9-5135-1

Mr. [illegible] Hesbrecht and F. W. Sawatsky going north on the highway between Crossfield and Warren about 0530 hours 13 Oct when they saw a green coloured object cross the sky. They estimated its distance ahead of them at about two miles and its altitude at about 1,000 feet. Its shape and size was that of a soccer ball. They watched it about 30 seconds and while they heard no noise the windows of the car were closed. It appeared to have a tail of green coloured sparks and they assumed it to be a flare shot at a very gradual angle and from a south-south-west direction. Toward the end of the 30 seconds it appeared to dip toward the train and to go out before it would have struck the ground.

SECRET

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 340

1. Date 13 October 1947
2. Time 0530
3. Location Passois Lake Canada
4. Name of observer Gilbert Spears
5. Occupation of observer Apprentice undertaker
6. Address of observer [illegible] Ethelbert Street, [illegible]
7. Place of observation at a point at Passois Lake, [illegible]
8. Number of objects 1
9. Distance of object from observer [illegible]
10. Time in sight 30-40 seconds
11. Altitude [illegible]000 ft.
12. Speed Rapid speed
13. Direction of flight South of west
14. Tactics Not stated
15. Sound None
16. Size Not stated fairly large
17. Color orange-yellow
18. Shape round
19. Odor detected Not stated
20. Apparent construction Not stated
21. Exhaust trails flame or tail or flare and sparks at the rear
22. Weather conditions clear with little wind
23. Effect on clouds Not stated
24. Sketches or photographs None
25. Manner of disappearance seemed to disappear rather than explode
26. Remarks: (Over)

SECRET

9-5835-1

Sa[illegible] t[illegible] ject from a po'nt at [illegible] ssois [illegible], [illegible]orth of [illegible]ettlay at about 0[illegible]50 [illegible] [illegible]ct. [illegible] west or [illegible] clear [illegible]ih little [illegible] [illegible] he [illegible]tched it for [illegible] seconds. It was [illegible]ore or [illegible]ess roun[illegible] in [illegible]ape, orange-yello[illegible] in color [illegible] or ta[illegible] [illegible] and spar[illegible] the rear. It an earen to travel [illegible] [illegible] bo be [illegible] very [illegible]h. [illegible] estimated a plane of [illegible] [illegible] altitude of about [illegible]000 feet and it seemed to [illegible] [illegible] t[illegible] explode. It was not a flare or rocket, comet or fall [illegible] [illegible] [illegible] [illegible] [illegible] noise.

While stationed on the British Columbia coast he had observed a number of Japanese balloons and while the object was fairly large it was not as large as one of these.

CORROBORATED REPORT: Robert Smith of 368 Bowman Ave., Memphis, reported the incident to the newspapers. He was with Spoore when the sighting occurred.

SECRET

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # [illegible]

1. Date [illegible] October [illegible]
2. Time [illegible] a.m.
3. Location [illegible]anitoba, Canada
4. Name of observer [illegible] Chapman
5. Occupation of observer [illegible]
6. Address of observer [illegible]
7. Place of observation [illegible] one mile south [illegible]
8. Number of objects 1
9. Distance of object from observer [illegible]
10. Time in sight [illegible] to 1[illegible] seconds
11. Altitude [redacted] Did not appear to be very high
12. Speed [illegible]
13. Direction of flight [illegible]
14. Tactics [illegible]
15. Sound [illegible]
16. Size small football
17. Color ball of fire
18. Shape small football
19. Odor detected [illegible]
20. Apparent construction [illegible]
21. Exhaust trails [redacted] Left path of sparking fire about 2 ft in length approx the same depth as the diameter of the object - it grew as object grew in size
22. Weather conditions [illegible]
23. Effect on clouds [illegible]
24. Sketches or photographs None
25. Manner of disappearance seemed to explode
26. Remarks: (Over)

SECRET

9-5335-1

While [illegible] waiting for another hunter to join us, we noticed what appeared to be a very small ball of fire appear in the sky to the north-west of us, [illegible] time [illegible] a.m. This object travelled from west to east, and did not [illegible] appear to be [illegible] height. The distance of flight as measured by the eye [illegible] would have to be about three quarters of a mile in the time [illegible] seconds. During its flight, the object left a path of what could [illegible] be described as the [illegible] feet in length about the same [illegible] as that of the object, [illegible] in depth as the object did in [illegible] flight, the size of a small [illegible] ball. Just before reaching [illegible] its flight, the object seemed to lose considerable altitude, then [illegible] a number of glowing fragments. The surrounding space appeared briefly [illegible] the explosion for approximately [illegible] to [illegible] seconds, then fading out. [illegible] object to be [illegible] theor.

NOTE: While the observers came to the conclusion that the object was a meteor there are some peculiar discrepancies. Observers thought it strange that (1) time of flight was so long - 12 -15". (2) that it appeared to move across the sky rather than in a downward movement until just before the end of its flight, at which time it seemed to drop suddenly.

WITNESSES: Two brothers of Chapman.

SECRET

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 13 Oct 47 Incident # 34 B
2. Time N/S
3. Location Saskatchewan District
4. Name of observer Alden Frederickson
5. Occupation of observer N/S Reported by Wahum Rose, Saskatchewan
6. Address of observer N/S
7. Place of observation N/S
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude N/S
12. Speed N/S
13. Direction of flight N/S
14. Tactics N/S
15. Sound N/S
16. Size N/S
17. Color reddish changing to green before breaking up.
18. Shape N/S
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails trail of light followed it
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance broke up
26. Remarks: (over)

SECRET

9-5535-1

While out duck hunting on Oct 13, Alden Frederickson saw a reddish coloured object in the eastern sky. It appeared to be traveling toward him and growing larger. It turned a greenish color before breaking up. A trail of light followed it.

Others who reported seeing this strange light were Don Adams and Charlie Irving.

SECRET

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 30

1. Date 13 Oct 47
2. Time Between 5:00 and 5:30 A. M.
3. Location Kamack District
4. Name of observer M. Parten, Barry Liquett & Jim Park.
5. Occupation of observer N/S Reported by "Kamack Times"
6. Address of observer N/S
7. Place of observation N/S
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude N/S
12. Speed slow - for a meteor
13. Direction of flight west to east
14. Tactics N/S
15. Sound N/S
16. Size N/S About the size of a baseball
17. Color flaming luminous green
18. Shape Ball
19. Odor detected N/S
20. Apparent construction Flames
21. Exhaust trails orange tinted vein of smoke and flames
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: (over)

SECRET

3-2335-2

SEC

A strange phenomenon was witnessed early Sunday morning, Oct 13, blazing its way through the heavens between 5:00 and 5:30 a. m. The ball as described by M. Burton was a flaming luminous mass with an orange-tinted tube. The tail left by this object was made up of smoke as well as of flames. This "celestial intruder" described as being about the size of a baseball was reported to have passed rather slowly from west to east.

Corroborated account: M. Burton, Barry Lipscott and Jim Park.

SEC

9-5335-1
Incident 36-7

SECRET

THE FOREIGN SERVICE
OF THE
UNITED STATES OF AMERICA

Office of Military Air Attache
United States Embassy
Ottawa, Ontario, Canada

C-1473:47 WWR/med

12 December 1947

Mr. Carl G. Brooks
Box 1504, Area B
Wright Field
Dayton, Ohio
Attn: Mr. A. C. Loedding, TSNAD

Dear Mr. Loedding:

Find inclosed a report on so-called flying saucers reported in Northern Canada. This report was submitted through Washington channels by Dr. J. K. Rouleau and will probably reach you eventually. In making triangulations and computing the speed of this "ball of fire" it is unacoubtedly a meteor. However, I am sending you all material of this nature as you requested.

Very truly yours,

Woodrow B. Wilmot

WOODROW B. WILMOT
Lt Colonel, USAF
Air Technical Liaison Officer

Incl:
Report (dup)

Report KK972 (MA-R-539:47, (Says the sighting was a meteor)
Report KK7176 (MA-R-29-48 (Continuation of above report also says the incident was a meteor)

SECRET

SECRET

DEPARTMENT OF NATIONAL DEFENCE

N.39-550-2-2

Mr. J. A. Rouleau

Flying Saucers

1. At your request, I attach herewith copy of report on enquiries which have been conducted as to a certain phenomenon ("Flying Saucers") observed in the vicinity of Dauphin Manitoba on 13 Oct 47.

2. Further enquiries are being conducted in this area and the results will be passed to you when received.

(R. H. Macdonald)
A/D 3ci Int Div

Enclosure 1 to Letter [illegible]
Military Attache, Ottawa, Canada.

SECRET

[illegible]

FLYING SAUCERS - CANADA

Ref. 17-H-194
17-B-292

Reference

On the date in question, October 13, 1947 at approximately 5:30 a.m., accompanied by C. D. Bates, Manager, Government Liquor Control Store at Dauphin, Judge Heaney was travelling in a closed car proceeding north on the highway to Winnipegosis at a point about 14 miles north of Dauphin. Dawn had not broken. The sky to the north west was clear, stars clearly visible. The spectacle they observed was travelling from the west to the east and when first noticed was the size of a large grapefruit and increased in size to about the size of a large football. The object was in view for a period of approximately three seconds and it was moving eastward, horizontally to the earth at the speed of a meteor or falling star. At first, Judge Heaney and his companion thought the light might be an aircraft light and as it moved across the sky it kept getting closer to the earth. At a point slightly west from due North and at an estimated elevation of 10 degrees it exploded, throwing a brilliant and reddish tinged cone of fire forward, and downward. There was no noise heard. At the time of the apparent explosion there was a bluish light, so much so that Mr. Bates remarked to Judge Heaney that there must be a terrific heat from the object.

Judge Heaney informed me there was no noise during the time this object was travelling across the sky, nor at the time it disintegrated. There was no tail on the object and when it apparently exploded, what appeared to be fragments, was thrown forward and downward, and it was at that time that the bluish light was observed. I asked if he could estimate how far North of his position the object would be, but Judge Heaney stated that it was impossible to make an estimation as it might have been several hundred miles North of where they were. This, of course, is understandable as these gentlemen not knowing the size of this object could not be expected to estimate the distance between them and the point where the object was observed.

Calling on Mr Williams now with the Canadian Press at this point, I solicited his assistance and later as a result of enquiries made by him he furnished me with copies of letters he had received from individuals who saw the object in the sky on the date in question.

Letter from C. D. BATES, Manager, Government Liquor Office, Dauphin, Manitoba:

On date mentioned and between 5:30 and 5:45 a.m. Judge Heaney and I were travelling in a closed car, proceeding North on the highway to Winnipegosis at a point about 14 miles north of Dauphin. Dawn had not broken. The sky to the Northwest was

clear, stars clearly visible. Duration of the spectacle was approximately 3 seconds. We first noticed a blue light to the orth east, at an elevation of about 25 degrees. It was moving eastward at about the speed of a meteor or falling star. We thought it might be an aircraft light. It seemed to be the color and size of a first magnitude star. But as it moved across the sky it grew larger and kept getting closer to the earth. So it was apparently travelling from the NW towards the SE. At a point slightly east from due North, and at an estimated elevation of 10 degrees it exploded, throwing a brilliant and reddish tinged cone of fire forward, and downward. There was no noise heard. The cone appeared to be composed of fine specks of incandescent material, with some larger pieces - much like the explosion of a sky rocket. But at no time was there any tail seen; simply the bright ball growing larger and the explosion. The growth in size might be compared to the spread in diameter between a golf ball and a foot ball. The light would probably be visible on the ground - but we were looking at the object itself. Judge Heaney and I were so impressed that we discussed the occurrence at length, and immediately, and I think agreed on the salient facts. Whatever it was, it was not goose feathers. The description as a ball of blue fire, until the explosion, is not far off, I think.

There has been corroboration. Mr. Art. Lamoff, well known Dauphin sports man, noticed the flash when he was [illegible] for his recovery. Mr. Allan Gilks, local traveller for Western Grocers and Derek Nash of Laxinuk, were on a trip some 6 miles East of Gilbert River, when they saw the ball but not the explosion. Mr. Wilfred Schallor, proprietor of a dairy farm just North of here, was travelling North near Dauphin, when he saw the sight. I have been informed that a farmer's wife near Canora, Sask. also saw the ball travelling across the Northern sky from West to East, at her farmhouse, but I did not check this report - could probably get more particulars if you are interested. All agree on the time mentioned.

It will be observed that Mr. Bates corroborates in detail the information given by Judge Heaney.

The following information was supplied to Mr. Williams by Dr. W. R. Giesbrecht:

3 4/3 Dr. W. R. GIESBRECHT, veterinary surgeon, 148 Lingston Row, said he and F. W. SAWATZKY, were going north on the highway between Grosse Isle and Warren about 0530 hours 13 Oct when they saw a green coloured object cross the sky. They estimated its distance ahead of them at about two miles and its altitude at about 1,000 feet. Its shape and size was that of a soccer ball.

They watched it for about 30 seconds and while they heard no noise the windows of their car were closed. It appeared to have a tail of green coloured sparks and they assumed it to be a flare shot at a very gradual angle and from a south-south-west direction.

Towards the end of the 30 seconds it appears to dip toward the ground and to go out before it would have struck the ground.

Interviewing Wilbert SPEERS of 188 Ethelbert Street, Winnipeg, Mr. Williams obtained his story which reads as follows:

Wilbert SPEERS of 188 Ethelbert Street, an apprentice undertaker and an R.C.A.F. veteran, said he saw the object from a point at Lagoon Lake, north of Hatley about 0530 hours 13 Oct.

The weather was clear with little wind and he watched it for about 30-40 seconds. It was more or less round in shape, orange-yellow in colour with a flame or tail or flame and sparks at the rear. It seemed to come from slightly south of west. He estimated the direction as about 240 degrees, assuming north to be zero.

It appeared to travel at a rapid speed and not to be passing very high. He estimated a plane of equivalent size would be at an altitude of about 8,000 feet and it seemed to disappear rather than explode.

It was not a flare or rocket, comet or falling star and at no time was there any noise.

While stationed on the British Columbia coast he had observed a number of Japanese balloons and while the object was fairly large it was not as large as one of those.

He said he was not aware his companion, Robert Smith of 368 Sherbrooke Avenue, had told the newspapers about it until it appeared in the paper.

Mr. Williams supplied me with the following letter which had been received in this connection by the Winnipeg Free Press from Mr. J. W. Chapman, former member of the R.C.A.F.:

When reading your publication this evening, I noticed an article titled "Spectacular Sight".

My two brothers and I also noticed this seemingly ball of fire. We were on our way duck hunting and were approximately one mile south and west of Rivers, Man. While parked waiting for another hunter to join us, we noticed what appeared to be a very small ball of fire appear in the sky to the north-west of us. The time was 5:25 a.m. This object travelled from west to east and did not appear to be of great height. The distance of flight as measured by the eye in the sky, I would judge to be about three quarters of a mile and the time 12 to 15 seconds.

During its flight, this object left a path of what could be best described as sparking fire about two feet in length about

the same depth as the diameter of the object, growing in depth as the object did in size, the maximum being the size of a small football. Just before reaching the end of its flight, theobject seemed to lose considerable altitude, then burst into a shower of glowing fragments. The surrounding space appeared dimly lighted by the explosion for approximately 2 to 3 seconds, then fading out. It did not appear as a flash but more as a soft glow. We assumed the object to be a meteor, but all remarked on the length of time of its flight.

We thought it strange that this object appeared to move across the sky rather than in a downward movement until just before the end of its flight at which time it seemed to drop somewhat.

Of general interest in this connection is an extract shown announcer from NEIGHBOURLY NEWS Broadcast, November 2, 1947. This broadcast is carried by the CBC and originates in Winnipeg:

Where there is no vision, the people perish. That may be the reason why some of our neighbors on the prairies have been seeing things lately. The Wadena News, Saskatchewan, reports that whilst out duck hunting on October 13, Alfen Frederickson saw a reddish coloured object in the eastern sky. It appeared to be travelling toward him and growing much larger. It turned a greenish colour before breaking up he declared. A trail of light followed it. Others who reported seeing the strange light were Ben Adams and Charlie Irving.

Stories of that fiery ball seen by a number of persons in Manitoba and Saskatchewan find corroboration in the Kamsack district, where, according to the Kamsack Times, it was seen by Mr. Farion, Harry Linsett and Jim Park. The strange phenomenon was witnessed early Monday morning, October 13, blazing its way through the heavens between 5:00 and 5:30 a.m. The ball is described by Mr. Farion as a flaming luminous mass with an orange-tinted wake. As nearly as he could tell, the tail left by the 'comet' was made up of smoke as well as of flames. The "celestial invader" described as being about the size of a baseball is reported to have passed rather slowly from west to east.

All of the individuals interviewed by Mr. Williams are considered very reliable citizens whose word may be relied upon. From knowledge of Judge Heaney I would say that the story he has told can be considered to be actual facts.

SECRET

Jones #34

Mi Rpt # R 1539: 47
"Flying Discs"

M20369

M/A OTTAWA
A-2

Dateof Info: 3 Dec 47
Date of Rpt 8 Dec 47

E-872

Incl 2 Prepared by Dr. J. K. Boulanz

Source: Army Intel

1. Army Intelligence thru the RCMP contacted Judge E. J. Bennett, subjectof the enclosed clipping from the OTTAWA CITIZEN of 15 Oct 47

2. After consideration of the enclosed report it was concluded that the object was a meteor

3 Incl (1) newspaper clipping
(2) official report from Army Intelligence
(3) Aeronautical Chart (218) Lake Manitoba

APPROVED:

J. A. D. WILLIAMSON
Colonel, GSC
Military Attache

MAD 10430

SECRET

E-273-1

SECRET

1. A group consisting of Mr. A. E. NICKSON, Mr. W. S. HOBLEY (a graduate of the CIT jet propulsion course) both of the Guided Missile Section of the Defence Research Board, Lt Col. W. A. WILMOT, ATLO from Wright Field and Dr. J. E. HOULRAN, after considering the report concluded that the object seen was probably a meteor.

2. Dr. PAT S MILLAR, Dominion Astronomer at the observatory in OTTAWA was contacted and he stated that he had learned of the "meteor" from the newspaper account but not in any official manner. This observatory is the centralagency to which all officially recorded meteors are reported.

3. Preliminary considerations led to three possibilities:

a) The object seen was a super step rocket. On the basis of geographical distances and present available knowledge of the stage of development of stepprockets, this possibility was rejected. This possibility was considered on the basis that the "explosion" seen by Judge KEARNY was due to the cutting in of the "second Stage."

b) The object was a jet propelled aircraft. A twin jet propelled aircraft REPORTEDLY from the Northeast towards the Southeast and changing course between 13 degrees E and 11 degrees E might account for the stated increase in size of the "Fireball" as described by the Judge KEARNY group and the constant size of the "fireball" as reported by the Dr. e. J. GIBBONEY group near MILLAN. Even assuming that the explosion reported by the KEARNY group was a rocket to assist to change course, the short radius of turn and the speed that an object would have to have in order to account for such a change in angular travel ruled out this possibility. Assumption was made that the object was in the Stratosphere, in order to compute height and speed.

c) The object was a meteor. Assuming that the object was a meteor at 75 miles high, the usual meteor strata, the "fireball" at an elevation of 10degrees (elevation estimated when the "explosion" took place) the object would be about 300 miles North of the KEARNY group near DAUPHIN. At this distance, allowing for the curvature of the earth, the "fireball" would have to be 11 miles above a point projected on the earth to be visible by the KEARNY group. A "fireball" located at this same point would have to be about 25 miles above a point projected on the earth to be seen by the GIBBONEY group near MILLAN. This would explain the statements that an "explosion" was seen by the KEARNY group, while the GIBBONEY group merely saw the object disappear.

4. A description of meteors in the Encyclopedia Britannica explaining as many of the associated phenomena describing the observers that the "fireball" was mostly probably such an object.

3 Incls:
As noted above

APPROVED: R. R. S. WILLIAMS
Col, GSC
Military Attache

B. I. D. No. 6410.0106

Country: Canada

SECRET

MA B-29-48
Subj: "Flying Discs"

I. D. No. 432443
MX 7176

From: M/A Ottawa Reference: B-1539:47
Evaluation: A-2 Dateof Info 13 Jan 1948 Dateof Report 13 Jan 1948
Incl: 1 Prepared by: Dr. J. K. Soulsen Source: MX RCMP thru Mil. Int.

1. Nine additional statements have been obtained by the RCMP from witnesses who saw a "flying disc" near DAUPHIN, Manitoba on 13 Oct 47.

2. As indicated in the report there is considerable disparity in the statements and nothing that would tend to change the opinion given in B-1539:47 that the object seen was a meteor.

1 Incl.

APPROVED:

R. A. J. BELLLAMGON
Col., J. S. C.
Military Attache

See 34

B-11423-1

MD 15610

SECRET

SECRET

1. Further in above connection; it has been learned that an object similar to that under investigation was seen on Oct 13/47 by three Yorkton citizens whilst on a hunting trip north of Langenburg, Sask. Those seeing this object are M. L. Starzer, Canadian Colonization Board, Dr. W. R. Watchler, dentist and John Norton, retired farmer. All are considered to be men of good judgment and of undoubted loyalty.

Statement secured from M. L. Starzer follows:

Statement of M. L. Starzer, Yorkton, Sask.

BEGINS "On Oct. 13/47, I was with Dr. Watchler and John Norton. At between 6 and 6.30 a. m. we were about ten miles north of Langenburg, Sask. The land description would be approximately T.23 in R.31, W.-1st at about between Sec. 10 and 1. We were travelling in a closed car. I think one window was open.

I think we all noticed the object in the sky at the same time. When we first saw it, it was about the size of a football. I was in the back seat. The car was facing north. The object crossed in front of the wind shield horizontally from west to east. It didn't seem to be travelling very high. It lit up the horizon in front of us as well as the earth underneath it. It left a trail of fire or light behind it. I have seen moving pictures of rocket propelled missiles and this object gave me the same impression. It did not change size but seemed to lose speed before disintegrating.

It was a very bright yellow white-hot colour and the trail of sparks left by it was in length about three times the diameter of the object. It looked like fragments were breaking off it. I saw no smoke. The tail showed some rainbow colouring.

It was in view for only about a second. It seemed to maintain constant height and did not seem very high. I heard no sound during its flight or when it disintegrated.

When it exploded, I think there was more blue colour. As it blew up I could see small fragments but it immediately became dark and I could not tell if they fell to earth.

I think it would be about 5 degrees east of true north when it disintegrated. It only seemed to be about 100 ft. in the air but this is only a guess." ENDS.

Statement of John R. NORTON, Yorkton, Sask.

BEGINS: "On Oct 13/47 I was duck hunting with Matt Starzer and Dr. Watchler. We were 11 miles north of Langenburg, Sask. We were travelling in a closed car and I can't recall whether or not the windows were open.

We were driving north and I was in front with the driver. I don't know the hour but it would be about three quarters of an hour before daybreak.

SECRET

SECRET

I noticed a brilliant light in the north west. It lit up the whole sky and the country underneath it. I shouted and Dr. Metchler stopped the car. It was travelling in a very slight south easterly direction - almost straight east. It appeared to be about 500 ft. high and was travelling at a terrific speed. I have seen a 3 ittire plane in flight and compared to this object, the plane would be standing still.

The object was a mass of rainbow coloured flame about 3 ft in diameter. It was like a big blow torch flame about 15 ft. long trailing out behind and white flame at the end.

The object was in our sight for about ten seconds. It then seemed to black out. There did not seem to be any explosion and I heard no sound at any time. I saw no fragments drop. It seemed to be dropping very slowly all the time it was in our view. It seemed to go out or fall just north of straight east of our position. I didn't think it was more than a mile away when it passedin front of us" SGD. Sgd: J. R. Morton

Statement of W. R. METCHLER M. D., Norton, Sask.

SGDLS. "On Oct. 13/47 at about a little after 6 a.m. I was about 12 miles north of Langenburg, Sask., in company with Mr. Sterzer and Mr. Morton. We were duck hunting. We were driving north in my car.

I was driving and I noticed what I took to be an Aircraft on fire. This object was travelling more to the horizontal than the vertical. I mean to say that it was slowly loosing elevation. I figure that it was from 500 to 1000 ft high when I first saw it. It wasabout a mile in front of us. I thought it was travelling to the north east. Its direction would be only very little north of straight east.

I got the impression that it might be a large air liner fully ablaze or more correctly glowing. It was an orange colour and got dimmer and went out suddenly as it approached the earth. I don't remember it having any tail. I saw no smoke. There may have been a glow at the rear of the object but I saw no tail.

There was no sound to be heard. The car windows were up and the car heater motor was running and unless the noise was very loud we would not have heard it. It didnot seem to change size throughout its course. I got the impression that it burst into flame as it approached the earth. That is to say, I think it was in our range of vision before it became visible due to its ignition. I think that ten seconds would be the maximum time the object was visible. It seemed to me that it suddenly went out. I saw no explosion. It was close to the earth at that time. I don't think it could have dropped behind the horizon. It seemed too close. The ground under the object was not lit up at any time but the light in the sky was very brilliant. Before it went out, the object seemed to fall more sharply towards the earth." SGD

Sgd. W. R. Metchler.

SECRET

Page 4

Michael BARION, Kennack hotel proprietor was interviewed. He is considered as being very reliable.

Statement of M. BARION, Kennack, Sask.

BEGINS. "On Oct 13/47, I was duck hunting. My son Ernest was with me. We were walking west in a field (4 miles east of Runnymede, Sask). I saw a brilliant light in the north west. This was between 5 and 5.30 a. m. I think this object or light was about the size of a baseball. It was a reddish-orange colour - very bright. It was round in shape. There seemed to be a white tail behind the object. It was not flame nor sparks and looked more like smoke. The tail was in length from 4 to 6 times the width of theobject. It did not give a very brilliant light.

It was travelling practically straight east. It was falling at about a 45 degree angle. It was not travel ing very f st. It was in sight for from 20 to 30 seconds. It was falling all the time it was in my sight.

I got the impression that it was from 5 to 10 miles north of us. There was no sound to be heard.

The light was suddenly extinguished. I think it exploded but I am not sure. The colour of the object remained the same right to the end. When it went out, it was about 60 degrees east of us and I was facing north.

There was no special noise, flame or smoke when it disappeared. It just went out and I think it exploded and scattered fragments". ENDS

(Sgd) M. Barion

Statement of R. G. (Bud) FORDHAM, Kennack, Sask.

BEGINS: "On Thanksgiving day about 6. a. m. I was with Harry Linsett and Jim Park duck shooting. We were about 5 miles south and 2 miles east of Kennack, (SE8-29-31 W2). We were sitting on the side of a hill facing north.

We saw a ball of light in the sky to the north west. It seemed to be about 6" in diameter. It was a yellow-white colour but was not particularly brilliant. It seemed to leave a path of light about 5 or 6 ft. behind it. There was no smoke or sparks.

It seemed to be travelling from North West to South East. It was pretty well in front of us when I first saw it and continued its path pretty well at the same level until it went out. It was [illegible] 45 degrees to the east of us when it went out. Its speed was constant throughout. I can't estimate its distance from us or from the earth.

I heard no sound from it. It was under our observation for about 5 seconds.

The light suddenly disappeared without any sound, explosion or changing of colour. I think it started the same way, i. e., suddenly glowed high in the sky.

Except for it being too longer than the average falling star and travelling horizontally I would have [illegible] falling star or meteor." ENDS

SECRET

Sgt. R. A. Bennett, Regina

SECRET

Statement of R. A. FREDERICKSON, [illegible], Sask. 19 yrs ago

BEGINS: "On Oct 13/47, about 5 a. m. or slightly earlier I was out hunting with Donald Adams, Bill Riddell and Chas. Irving. We were in an open field on Sec. 62-34-13-2. I was facing west. It suddenly became bright and I saw my shadow. I turned and looked east and saw a real bright spot in the sky in the north east. It seemed to be travelling very fast and heading east. It was falling and getting larger as it fell. When I first saw it, it was a bright white-hot colour. It changed in colour but I cannot recall the shades. When last seen it was about the size of a football. There was a trail of fire of the same colour behind the object. I saw no smoke. I figure it was in our sight about ten seconds and it was going much faster than the average aeroplane. There was no sound. It disappeared low in the eastern sky. It just seemed to go out. I figure that it was at least a 30 degree angle from the earth when it went out. There did not seem to be any explosion when the light went out. I figure that the light was almost 90 degrees due east of us when it went out. I could not venture a guesses to the distance this object was from us". ENDS

(Sgd) R. A. Frederickson.

Statement of Donald ADAM, Wadena, Sask. 17 yrs. ago.

BEGINS "I remember being out shooting with R. A. Frederickson and Charles Irving last Fall but dont recall the date. About 6 or 6.30 a. m., it was just beginning to get light. It suddenly became brighter and I noticed something like a big flaming falling star in the sky to the north and a little east of us.

It looked about the size of a man's fist. It was a white colour at first but turned yellow.

When I first saw it, it was to the north and about 15 degrees to the east of us. It was falling and seemed to come towards us. It gradually increased in size but did not really get much bigger except that there seemed to be a few more flames. I figure it was travelling from the North East to the South West.

I think it was in our view for about ten seconds. I thought it travelled slower than the average shooting star.

I heard no sound at any time. There was a stream of fire following this object. I saw no sparks or smoke. I have no idea how far away it was.

It flared a little and suddenly went out. At that time it would be about 75 to 80 degrees east of us and about 70 degrees elevation when it went out. It was not close to the earth." ENDS

(Sgd) Donald Adam

Statement of Chas. F. R. IRVING, [illegible], Sask 17 yrs of age.

BEGINS: "I remember being out shooting with the boys sometime in October 1947. I think it was about 6. a. m. when we first saw the object.

It seemed to brighten up all of a sudden. I looked at the sky in the north east and saw a red object about the size of a softball. It left a trail of sparks about three times the width of the object in length. The colour remained constant.

SECRET

When first seen, the object would be about 30 degrees east of true north and about 40 degrees elevation. It seemed to fall to the south east and when last seen was almost due east at about 15 degrees elevation.

It seemed to travel at the same speed as an average shooting star. It was in our view about 5 seconds. I heard no sound at all. The colour remained constant throughout. It grew larger, possibly doubled in size.

It suddenly went out. It was almost as though a light had been switched off.

I am not sure of the colour of the sparks that trailed this object. I have no idea how far away this object was from us. I thought it was a meteor." END

(Sgd) Charles F. E. Irving

Statement of Bill RIDDELL, Wadena, Sask 17 yrs age.

BEGINS. "I was out shooting with the boys on Thanksgiving Day. At about 5 a. m. or about 1/2 hr. before daybreak I noticed what I took to be a very bright falling star in the sky to the north east. It was falling slower than the average falling star. It at first seemed to be about 2" in diameter and gradually increased in size until about doubled.

When first I saw it, it was about 65 degrees east of me and about 45 degrees elevation. It was in my view for about 6 seconds. It was falling at an angle all the time.

I was not with the other boys at the time and I lost sight of the object behind a rise in the land.

The object was about the colour of a falling star but increased in brightness with time. I saw no tail. I heard no sound. I have no idea how far distant it was." END Sgd: Bill Riddell

While there is considerable disparity in the foregoing statements in regard to time of occurrence, physical description, etc., the preponderance of testimony indicates that this reported occurrence has actually some basis in fact. Shortly before dawn on the morning of October 13/47, a fiery object was definitely seen in the sky at Wadena, Sask. proceeding apparently in a south easterly direction. At about the same time, it was observed from near Kamsack, Sask. and Langenburg, Sask. still travelling in a south easterly direction. It was observed co-incidentally from a point some 14 miles north of Dauphin Man. where the informants state that it disappeared slightly west of due north and at an approximate elevation of 20 degrees.

Incident # 34

Incident # 35

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 12 Nov 47 Incident # 35
2. Time Early
3. Location 40 miles south of Cape Blanco, Oregon, 20 miles offshore.
4. Name of observer Second Officer Glenda Lee Williamson
5. Occupation of observer Second Officer
6. Address of observer N/A (Excerpt from "Oregon Journal" 13 Nov 47)
7. Place of observation At sea, 20 miles offshore, 40 miles south of Cape Blanco, Oregon
8. Number of objects 2
9. Distance of object from observer N/A
10. Time in sight 45 seconds
11. Altitude N/A
12. Speed 700 to 900 MPH
13. Direction of flight from north horizon in westerly direction
14. Tactics Performed a long, low arc
15. Sound N/A
16. Size N/A
17. Color N/A
18. Shape Ball
19. Odor detected N/A
20. Apparent construction fire
21. Exhaust trails jet-like streams of fire
22. Weather conditions N/A
23. Effect on clouds N/A
24. Sketches or photographs None
25. Manner of disappearance N/A
26. Remarks: (over)

RESTRICTED

70

FILE - 35

Two flying discs trailing jet-like streams of fire were sighted from the bridge of the tanker Ticonderoga, early Wednesday, Second Officer Claude Lee Williamson radio-telephoned the United Press. The discs moved at tremendous speed out of the north horizon and curved in a westerly direction in a long low arc. Thought they were moving between 700 to 900 MPH. Didn't think they were meteors because they generally do not travel in pairs and usually fall to the horizon. Thought they were "flying discs"

Also observed by: Ordinary Seaman James S. Lynde who claimed he also saw "discs"

Incident # 35

Incident # 36

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 36

1. Date Unknown
2. Time After dark
3. Location Boise, Idaho
4. Name of observer AA Observer
5. Occupation of observer Not stated
6. Address of observer Not stated
7. Place of observation between Boise and Mountain Home
8. Number of objects 1
9. Distance of object from observer Not stated
10. Time in sight Not stated
11. Altitude Not stated
12. Speed Not stated
13. Direction of flight South west at disappearance to northeast
14. Tactics [redacted] N/A
15. Sound Not stated
16. Size Not stated
17. Color Bluish green
18. Shape Not stated
19. Odor detected Not stated
20. Apparent construction Not stated
21. Exhaust trails Not stated
22. Weather conditions Not stated
23. Effect on clouds Not stated
24. Sketches or photographs None
25. Manner of disappearance Not stated
26. Remarks: Mr. Dave Johnson of the "Statesman Newspaper" in Boise reported that a CAA official had seen an object that was giving off a pulsating bluish-green light that appeared in the southwest and disappeared in the northeast over the mountains between Boise and Mountain Home.

RESTRICTED

UNIDENTIFIED OBJECTS
by
Lt Colonel Jenkins, TSPRC

(Phone 6-1338)

The following information was obtained by telephone as requested by Colonel Clingerman, 8 December 1947, regarding unidentified objects sighted in Boise, Idaho and off the coast of Oregon:

Mr. Dave Johnson of the "Statesman Newspaper" in Boise reported that a CAA official had seen an object that was giving off a pulsating bluish-green light that appeared in the southwest and disappeared in the northeast over the mountains between Boise and Mountain Home.

Similarly, the steamer Ticonderoga, 25 miles off the Oregon coast, reported seeing two objects going from horizon to horizon (direction unknown), with the same characteristics. They were estimated to be 38 feet across.

The dates are unknown. The first incident was sighted after dark.

Note: Lt Col Jenkins, TSPRC, Wright Field, called Press Section, Director of Information. He gave the information stated above to Captain Tom Brown who was requested to relay the information to Lt Col Robert Taylor III of Air Intelligence Requirements Division.

The following information was sent by telecon 8 December 1947:

Please inform this office regarding contemplated action in connection with message given to Captain Tom Brown, Press Section, Director of Information, by Lt Colonel Jenkins, PRC, Wright Field for relay to Colonel Robert Taylor III of Air Intelligence Requirements Division.

TINC FILE 36

Incident # 36

CONFIDENTIAL

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 37

1. Date 1[illegible] October 1947
2. Time 1200
3. Location Phoenix, Arizona
4. Name of observer J. L. Clark
5. Occupation of observer Line owner (Pilot)
6. Address of observer Route 12, [illegible], [illegible]
7. Place of observation at a line located approx. 11 miles north or northeast of Cave Creek, Arizona
8. Number of objects 1
9. Distance of object from observer 25 degree angle
10. Time in sight 45 seconds to 1 minute
11. Altitude 12,000 feet
12. Speed 550 miles an hour
13. Direction of flight northwest toward the southeast
14. Tactics not stated
15. Sound no noise
16. Size about 3 feet in diameter
17. Color reddish cast when the object had a blue [redacted] for background. Black when it had a white cloud for a background
18. Shape resembled a flying wing
19. Odor detected not stated
20. Apparent construction Not stated
21. Exhaust trails Not stated
22. Weather conditions Not stated with the exception of some clouds
23. Effect on clouds Not stated
24. Sketches or photographs None
25. Manner of disappearance Not stated
26. Remarks: (Over)

CONFIDENTIAL

22

Mr. Clark's attention was first drawn to the object by his partner, Mr. Anderson. It appeared to be a black object which was traveling at an estimated high height of 8/10,000 ft above the ground and was moving in a straight line from northwest to southeast. It was traveling some 350 MPH. It did not change elevation nor direction. From their range of vision where they were standing upwards to the object would be at about a 25° angle. It remained within their vision from 45 seconds to a minute. No sound was audible. Mr. Clark thought the nearest thing it resembled was a "flying wing." However, both men stated positively that there was no tail visible. From where they were the object appeared about 3 feet in diameter head but could offer no estimate as to its size were it on the ground. As to color both stated that the object appeared red against a blue background and black against a white cloud. Ground wind was about 15 miles in velocity and was blowing in a northeasterly direction which would tend to carry any sound away from them.

Both men are pilots. Mr. Clark was a pilot in the U. S. A. F. for a period of 5 years, flying fighter type of pursuit planes during most of this period. Mr. Anderson was a gunner in the AAF for 2 years and is also a pilot. Both appeared level headed and not excitable, and were very sincere in making the report.

CONFIDENTIAL

[illegible]
Office of the Assistant Chief of Staff, [illegible]-2
Intelligence
Hamilton Field, California

[illegible]-[illegible]/1205-1

OCT 31 1947

[illegible] Investigation of Flying Saucers.

11-63

To: Chief of Staff
United States Air Forces
Washington, D. C.
Attn: [illegible]-2

Attached summary for your information.

Donald W. Schlenger
[illegible]
Lt. Colonel, [illegible]
[illegible]-2

1 - cy,
as listed.

CONFIDENTIAL

HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

June 37

1-63

AMA-333.5/1208-I

SUBJECT: Investigation of Flying Disc.

TO: CHIEF OF INTELLIGENCE: The following interview was received from a very reliable source:

On October 23, 1947, Mr. J. L. CLARK, age 28, Route 12, Box 831, Phoenix, and R. E. ANDERSON, age 22, Route 3, Box 342, Glendale, Ariz., furnished the following information concerning an unidentifiable object which they had observed.

These gentlemen stated they own and are developing a mine located approximately eleven miles north or northeast of Cave Creek, Arizona. The ground elevation at this point is approximately..... 12 noon on October 14, 1947, while they were eating their lunch at the mine, they observed a B-25 plane going over in a northwesterly direction. They estimated the elevation of the plane to be about 12,000 feet above the ground. They stated the B-25 was flying high enough that it was just above the clouds. They advised that the plane was easily distinguishable as a B-25 and they could hear the sound of the plane for at least a full minute or more after they first observed it.

Mr. Anderson stated that at about the same time he lost sight of the B-25 he observed a black object traveling the course taken by the B-25 but in the exact opposite direction which he first thought was a buzzard. However, while watching it he reached the conclusion that it was not a buzzard and called his partner's attention to the object.

Both Clark and Anderson stated that the black object they observed was traveling at an estimated height of 8/10,000 feet above the ground and was moving in a straight line traveling from the northeast towards the southeast. They estimated the object was traveling at least 350 miles per hour; that it did not change elevation nor direction. They stated they would guess that their range of vision from the point where they were standing upwards to the object would be at about a 25 degree angle; that the object remained within their vision from 45 seconds to one minute. Both men stated that there was absolutely no sound audible to them.

In endeavoring to obtain a detailed description of the object, neither man could give an accurate description. Mr. Clark stated the nearest thing he could say it resembled was a "flying wing". However, it was not a flying wing. Both men stated positively that there was no tail assembly visible. They estimated the size of the object as about 3 feet in diameter from their point of view, but would offer no estimate as to the size it might be had it been on the ground. In

Incl #1

[illegible] /[illegible] -I

[illegible] color, both stated that when the object had a blue cloud for a background it appeared to have a reddish cast, and when [illegible] a white cloud for a background, it appeared to be black.

[illegible] view of the fact that neither man could hear any noise, [illegible] were questioned as to the direction and velocity of the wind [illegible] and they advised that the ground wind was about 15 miles [illegible] velocity and was blowing in a northeasterly direction which would [illegible] the sound away from them.

[illegible] stated that [illegible] flight [illegible] United States Army [illegible] Air Force, flying fighter type of planes [illegible] Anderson advised [illegible] Air Forces for [illegible] is also a pilot, [illegible] not wish to become excited [illegible] were very sincere in [illegible] their report on the above [illegible] men were taken for their information and advised that [illegible] Air Forces.

EVALUATION

Of Source	Of Information
3	2

Incident # 37

Incident # 38

SECRET

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date N/S around June 10 47 — Incident # 36
2. Time daytime
3. Location Hungary
4. Name of observer N/S — Extracted from Weekly Intel Summary, ATC, 16 Jul 47
5. Occupation of observer N/S
6. Address of observer N/S
7. Place of observation rural areas in Hungary
8. Number of objects N/S
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude N/S
12. Speed N/S
13. Direction of flight N/S
14. Tactics N/S
15. Sound N/S
16. Size N/S
17. Color silver
18. Shape ball-shaped
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: On 10 Jun 47 rumors were drifting into Budapest from rural areas in Hungary that "silver balls were flashing across the sky in in daytime. No accurate description or confirmation of rpt obtained.

SECRET

S-31K

SECRET

Extract from Weekly Intelligence Summary, ATC, 18 Jul 47

"[illegible] REPORTS SUMMARY": The following is a digest of the only current reports that have been received through the intelligence system of this Command concerning unidentified flying objects. On 10 June 1947, rumors were drifting into Budapest from rural areas in Hungary to the effect that "silver balls were flashing across the sky in daytime." No accurate description or confirmation of this report was attained. A Newfoundland constable named Irie Learsey, has reported to personnel of the 1560th AAF Base Unit, ATC, Newfoundland Base Command, Fort Pepperell that on 9 July at 2330 hours local time (0600Z), he observed for a few seconds four "egg-shaped phosphorus colored discs" followed ten minutes later by a fifth similar object moving through the air in the vicinity of Grand Falls, Newfoundland. According to the constable, all objects were flying east, moving very fast, and parallel to the ground, at an altitude of "50,000 feet". The first four were in trail formation. The constable described the shape of these objects as being like a "barrel head or egg" with "black spots on the tail end" but "leaving no smoke trail". The Newfoundland Base Command reports also mention a second unidentified observer of these objects, who described them as being "three-lobed" in shape. A check of weather records reveals that CAVU weather prevailed in the Grand Falls region at the time these objects were reported as being seen. Mr. John A. Behrman, Supervisor of Mechanics for Trans World Airlines and Mr. J. E. Woodruff, Senior Maintenance Supervisor, for Pan American Airways, both stationed at Harmon Field, Newfoundland, report that on 10 July at 1733 hours local time (2000Z), they observed over that installation a circular magnesium wheel-shaped disc of silver color which, at its estimated altitude of "10,000 feet", appeared to be of equal size to the wing span of a C-54. Weather records indicate that the weather at Harmon during the time this incident occurred was clear with scattered cumulus clouds at an altitude of from eight to ten thousand feet. These two men report that the disc was first sighted when it appeared about six miles SSW of Harmon; the two observers report that the disc seemed to "cut the clouds as it passed" over on a NNE course leaving a "Milian black trail approximately fifteen miles long" which is described as similar in appearance to the beam seen for an instant after a high powered landing light or search light has been switched off. Personnel of the 1560th AAF Base Unit, ATC, Harmon Field, Stephenville, who relayed Behrman's and Woodruff's report to this office state that kodachrome pictures were taken of the disc which are now being developed, probably by Eastman at Rochester, New York, and that Woodruff will forward the prints "as soon as received". On 11 July 1947, Col Truman A. Perry and Major William E. Gayner of the 5th Airways and Air Communications Service Group, Elmendorf Field, Anchorage, observed an object resembling an aluminum colored balloon "about 8 feet in diameter" travelling at an unidentified altitude "at a great speed" in a N/S direction in the vicinity of the field. On 12 July at 0830 hours local time (0400Z), Major Edward Graham of this same unit and some unidentified officers of the Alaskan Department observed a grayish balloon "approximately 10 feet in diameter" in the vicinity of Elmendorf Field flying in a NW direction following the contour of the mountains five miles away. The object was reported as flying at an altitude of "1000 feet" at an estimated rate of "100 miles per hour", paralleling the course of a C-47 heading into a 20 mile per hour wind. This office was drawn to conclusions on the part of the above company item based on reports emanating from rural areas in Hungary where

SECRET

than to point out that these Hungarian rumors were recorded fifteen days prior to the first time flying objects, commonly called "saucers", were reported over various areas of the Zone of Interior. Nor is anything known at this office that would add to or detract from the until recently, unfamiliar descriptions briefly presented in the Newfoundland reports. The brief text gives rise to obvious doubts and questions that can be clarified only by an evaluation and further interrogation of the sources from whence these reports were derived. However, an analysis of the two radios that reported the Elmendorf sightings have led the Intelligence Officers of this Headquarters to point out the following considerations. It is very difficult to judge the size, speed and altitude of an unknown object at the reported distance of five miles. The account of the object sighted would tend to describe a weather pibal. In this regard it is noted that it is standard operating procedure for weather stations to release pibals every six hours daily - at 0600Z, 1000Z, 1600Z and 2200Z. It is pointed out that the 12 July sighting approximates the time at which one of these daily pibals is released. It is also pointed out that in the Anchorage area, it is believed to be not uncommon for surface winds and winds at an altitude of 1000 feet or more to move in opposite directions.

Classification: SECRET

Excerpt from Semi-Monthly Intelligence Summary, Hq AAC3

10 July 1947

HUNGARY

MILITARY:

I. More "Strange Object" Rumors:

Rumors drifting in from rural areas of Hungary mention "silver balls flashing across the sky in daytime". No accurate description or confirmation of this phenomena has yet been obtained, but it does recall the flashing objects over the Scandinavian countries thru late 1946 and early 1947, and the current riddle of similar metallic objects reported seen over most of the United States since the 1st of July.

(Evaluation: B-6, RESTRICTED)

Received AFSWC-CO
15 July 47

Incident # 38

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 9 July 47 Incident # 39
2. Time Between 11:15 and 11:40
3. Location Grand Falls, Newfoundland
4. Name of observer Eric Kenney
5. Occupation of observer Constable
6. Address of observer Newfoundland Constabulary, Grand Falls
7. Place of observation Grand Falls,
8. Number of objects 5. 4 seen at first 1. later
9. Distance of object from observer N/S
10. Time in sight brief period
11. Altitude N/S
12. Speed terrific
13. Direction of flight First four - flying in easterly direction
Last object: N/S
14. Tactics Maintained formation - flew side by side. last cast
Flew in a rocking motion
15. Sound N/S
16. Size about size of barrel head
17. Color N/S - seemed phosphorescent
18. Shape round - about size
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S However, there appeared to be a phosphorescent glow about it
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: (over)

RESTRICTED

Four 'flying saucers' were seen by Constable Kearney's wife just before his arrival home at approx 11:30, on 9th of July. A Mr. John Jackson, a resident of St. John's and a friend of the family also witnessed them. They were flying in an easterly direction, and appeared to be four round figures that had passed overhead at terrific speed, flying side by side.

On looking skyward, Constable Kearney, himself, perceived a huge jelly-fish flash across the sky. Could not determine the height and speed owing to the brief period it was visible. Could not determine color but there seemed to be a phosphorescent glow about it. It was round in shape and about the size of a barrel head, and appeared tobe flying in a rocking motion.

Note: The last object was seen by Constable Kearney, his wife and Mr. Jackson.

Extract from Weekly Intelligence Summary, AFIC, 16 Jul 47

"FLYING OBJECTS REPORTS SUMMARY": The following is a digest of the only current reports that have been received through the Intelligence system of this Command concerning unidentified flying objects. On 10 June 1947, rumors were drifting into Budapest from rural areas in Hungary to the effect that "silver balls were flashing across the sky in daytime." No accurate description or confirmation of this report was obtained. A Newfoundland constable named Iris Kearney, has reported to personnel of the 1300th AAF Base Unit, ATC, Newfoundland Base Command, Fort Pepperrell that on 9 July at 1230 hours local time (0800Z), he observed for a few seconds four "egg-shaped phosphorus colored discs" followed ten minutes later by a fifth similar object moving through the air in the vicinity of Grand Falls, Newfoundland. According to the constable, all objects were flying east, moving very fast, and parallel to the ground, at an altitude of "20,000 feet". The first four were in trail formation. The constable described the shape of these objects as being like a "barrel head or egg" with "black spots on the tail end" but "leaving no smoke trail". The Newfoundland base command reports also contain a second unidentified observer of these objects, who described them as being "three-lobed" in shape. A check of weather records reveals that HAZY weather prevailed in the Grand Falls region at the time these objects were reported as being seen. Mr. John H. Bateman, Supervisor of Radiosics for Trans World Airlines and Mr. J. E. Woodruff, Senior Maintenance Supervisor, for Pan American Airways, both stationed at Harmon Field, Newfoundland, report that on 10 July at 1730 hours local time (2000Z), they observed over that installation a circular wagon wheel-shaped disc of silver color which, at its estimated altitude of "10,000 feet", appeared to be of equal size to the wing span of a B-24. Another observer [illegible] at Harmon during the time this incident occurred was clear with scattered cumulus clouds at an altitude of from eight to ten thousand feet. These two men report that the disc was first sighted when it appeared about six miles NNW of Harmon; the two observers report that the disc seemed to "cut the clouds as it passed" over on a NNE course leaving a "bluish blue trail approximately fifteen miles long" which is described as similar in appearance to the beam seen for an instant after a high powered landing light or search light has been switched off. Personnel of the 1300th AAF Base Unit, ATC, Harmon Field, Stephenville, who relayed Bateman's and Woodruff's report to this office state that photographic pictures were taken of the disc which are now being developed, probably by Eastman at Rochester, New York, and that Woodruff will forward the prints "as soon as received". On 11 July 1947, Col Bruce E. Perry and Major William B. Speer of the 10th Airways and Air Communications Service Group, Elmendorf Field, Anchorage, observed an object resembling an aluminum colored balloon "about 8 feet in diameter" travelling at an unidentified altitude "at a great speed" in a NW direction in the vicinity of the field. On 12 July at 0200 hours local time (2000Z), Major Edward Graham of this base unit and some unidentified officers of the Alaskan Department observed a metallic balloon "approximately 10 feet in diameter" in the vicinity of Elmendorf Field flying in a SW direction following the contour of the mountains five miles away. The object was reported as flying at an altitude of "1000 feet" at an estimated rate of "100 miles per hour", paralleling the course of a B-47 having [illegible] 30 miles per hour that. This office can draw no conclusions on the part of the above agency from based on reports emanating from rural areas [illegible]

them to point out that these Hungarian rumors were recorded fifteen days prior to the first time flying objects, commonly called "saucers", were reported over various areas of the Zone of Interior. Nor is anything known at this office that would add to or detract from the until recently, unfamiliar descriptions briefly presented in the Newfoundland reports. The brief text gives rise to obvious doubts and questions that can be clarified only by an evaluation and further interrogation of the sources from whence these reports were derived. However, an analysis of the two radios that reported the Elmendorf sightings have led the Intelligence Officers of this Headquarters to point out the following considerations. It is very difficult to judge the size, speed and altitude of an unknown object at the reported distance of five miles. The account of the object sighted would tend to describe a weather pibal. In this regard it is noted that it is standard operating procedure for weather stations to release pibals every six hours daily - at 0400Z, 1000Z, 1600Z and 2200Z. It is pointed out that the 12 July sighting approximates the time at which one of these daily pibals is released. It is also pointed out that in the Anchorage area, it is believed to be not uncommon for surface winds and winds at an altitude of 1000 feet or more to move in opposite directions.

Classification: SECRET

RESTRICTED

NEWFOUNDLAND CONSTABULARY

STATION Grand Falls,

DATE July 19th, 1967.

SUBJECT Re:- Strange objects seen flying over Grand Falls on night of July 19th at approx. 11.15 and 11.20.

Sir,

I respectfully report for your information that on Wednesday night, the 19th. inst. I arrived home from duty at approx. 11.30.

Upon arrival at home I joined my wife, my mother-in-law and Mr. John Jackman a resident of St. John's and friend of the family, who were sitting on the front steps of the house. I was asked by my wife if I had seen the "flying saucers" I thought she was joking and replied that I had seen nothing flying. Jackman and my mother-in-law then told me that they had really seen four objects flying in an easterly direction just before I arrived. I asked them to describe what they had seen. Jackman said that four round shaped figures had passed overhead at a terrific speed and were flying side by side.
On looking skywards again my wife, Jackman, and myself saw a object which I would describe as being a huge jelly fish flash across the the sky. It would be impossible to determine its height and speed owing to the brief period it was visible. It's colour also would be hard to say, but there seemed to be a phosphorus glow about it. It was round in shape and about the size of a barrel head, it appeared to be flying in a rocking motion.

This sir, is about all I can say about the matter, we continued to scan the sky for about [illegible] but no sign of them were seen again.

[illegible]

CONFIDENTIAL

FROM: CG AFAC ARD FORT DIXIE, N.J.

TIME AND DATE FILED: [illegible] JULY 1947

TO: CG ARC ATTN CHIEF OF STAFF

MESSAGE FROM NEWFOUNDLAND BASE COMMAND REPORTS QUOTE FLYING DISCS UNQUOTE GIVES FOLLOWING SUMMARY OF INCIDENTS WITH LIKE CHARACTER OVA NEWFOUNDLAND COMMANDANT CLR CONTINUES REPORTED SEEING FOUR DISC SHAPE PROPELLERS OCCAS DISCS ABOVE GRAND FALLS NEWFOUNDLAND AT TWO THREE THREE 1-2ND HOURS LOCAL TIME MIDS JULY AND A SINGLE DISC ONE KNOT SLOWER LATER TO AT FIRST APPEAR- ANCE ACCORDING TO CHARMIT FOUR DISCS WERE CLOSE TOGETHER IN ONE LINE A SMALL FORMATION MOVING BACK PARALLEL TO GROUND TO SINGLE DISC LINE CLOSE BEF TRAVELING SAME DIRECTION TO CHARMIT WOULD SUDDENLY DISTANCE ALTITUDE OF DISCS AT THREE KNOT TOWARD FIRST SINGLE APPARENTLY MOVING VERY FAST AS THEY DISAPPEARED IN ONE FEW SECONDS TO CHARMIT SAID SHAPE OF DISC WAS LIKE [redacted] SINGLE AND HAVE REPORTED THAT ANYONE CONSIDER CHANGED SHAPE OF DISCS TO THREE LEAF TO END OF CONSIDERATION FROM NEWFOUNDLAND BASE COMMAND TO CONSID- ERED BY INVESTIGATOR OVA SOURCE IS GRAND REPORTER STATION GRAND FALLS OVA [redacted]

ARC CS-XX 20044

CONFIDENTIAL

Incident # 3

Incident # 40

[illegible] BANK

[illegible]

[illegible] 2

[illegible] INTERCOON FIELD

[illegible] LETTER DATED MAY [illegible] CAN BE EXPECTED WHEN I COMPLETE

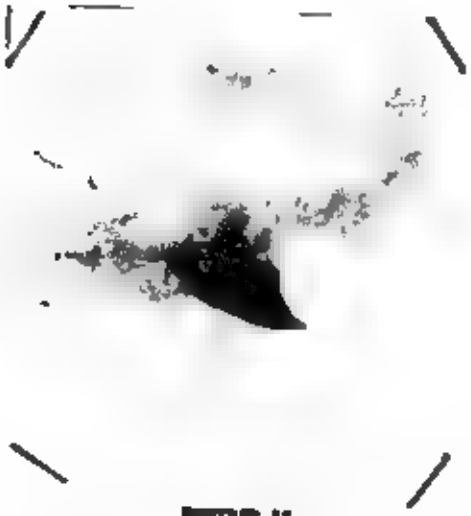
[illegible] INVESTIGATION THIS WEEK I SUGGEST YOU CONTACT MR

[illegible] LAYCOCK [illegible] NORTH [illegible] STREET PHOENIX ARIZONA

[illegible] AND BETTER PHOTOGRAPHS OF THE OBJECT

[illegible]

[illegible] 1



[illegible] 11

CONFIDENTIAL

HEADQUARTERS FOURTH AIR FORCE
OFFICE OF THE COMMANDING GENERAL
HAMILTON FIELD, CALIFORNIA

4AFMA
333.5/ID

5 AUG 1947

SUBJECT: Investigation of "Flying Discs"

TO: Commanding General, Army Air Forces, Washington 25, D.C.
ATTENTION: AC of AS-2

Attached MOIC is forwarded your office in compliance with letter Headquarters Air Defense Command, Mitchel Field, New York, subject as above, dated 9 July 47.

FOR THE COMMANDING GENERAL:

[illegible] 3 [illegible]
[illegible] Assistant [illegible]

1 Incl:
MOIC Aldrich 14 Jul 47 (dup)

RECEIVED
[illegible]

CONFIDENTIAL

[redacted]

[redacted]

COPY

CONFIDENTIAL

UNIDENTIFIABLE OBJECTS,
WILLIAMS FIELD, CHANDLER,
ARIZONA.

14 July 1947

[redacted]

On 8 July 1947, this Agent obtained pictures of unidentifiable objects, (Exhibits 1 and 2) from the managing editor of the Arizona Republic newspaper. The pictures were taken by Mr. William Rhoads, 4333 N. 14th St., Phoenix, Arizona, at sunset, on 7 July 1947. The Subject objects flew at unconceivable speeds, making three circles in the vicinity of Mr. Rhoads' home. The pictures were taken with a box camera, size 620. The photograph (Exhibit 1) was taken as the object passed in front of Mr. Rhoads, and Exhibit 2 as the object turned towards Mr. Rhoads. The height of the object was estimated at 1000 feet.

AGENT'S NOTES: See Exhibits 1 and 2, photographs of unidentifiable objects, enlarged approximately 20 times. No further reports have been received by this office of objects seen by military personnel.

Lynn. C. Aldrich, Special Agent, NIC - AAF, FUTRC

CONFIDENTIAL

COPY

CONFIDENTIAL

HEADQUARTERS FOURTH AIR FORCE
OFFICE OF THE COMMANDING GENERAL
HAMILTON FIELD, CALIFORNIA

4AFDA/u5
333.6/ID

5 AUG 1947

SUBJECT: Investigation of "Flying Discs"

TO: Commanding General, Army Air Forces, Washington 25, D.C.
ATTENTION: AC of AS-2

Attached MDIC is forwarded your office in compliance with letter Headquarters Air Defense Command, Mitchel Field, New York, subject as above, dated 7 July 47.

FOR THE COMMANDING GENERAL:

William J. Turner

1 Incl:
MDIC Aldrich 14 Jul 47 (dup)

CONFIDENTIAL

photograph includes the tops of some trees and a telephone pole. Mr. Rhodes stated that he developed the negatives himself. He still had the negative of the first photograph (Exhibit III), but he could not find the negative for the second photograph.

George Pagato, Jr., Special Agent, CIC-ATC-AAF

CONFIDENTIAL

RHODES, William Albert
Investigation of "Flying Disc"
2 September 1947

MEMORANDUM FOR THE OFFICER IN CHARGE

On 29 August 1947 in the presence of S/A Brewer (FBI Office, Phoenix, Arizona) Mr. William Albert Rhodes was interviewed at his residence at 4333 North 14th Street, Phoenix, Arizona, in connection with investigation of the "Flying Disc". Mr. Rhodes stated that on the afternoon of 7 July 1947 immediately following a local thunderstorm, at about 1:00 hrs., he was alone from the house toward his workshop (located approximately 100ft. directly back of the house) when he heard a noise in the east which sounded to him very much like the roar of a jet airplane, possibly a P-80. He observed and looked to the east but saw nothing for several seconds. A few seconds later, however, an object appeared from the north-east. The object seemed elliptical in shape with a diameter of 70-80ft. At first sight, it appeared to be at about 8000ft., traveling about 600 to 800MPH. Its color was grey, which made it blend into the clouds and difficult to see at a distance. As soon as it appeared in the north-east, the object spiraled downward reaching a level of about 2000ft. at the end of its second spiral, and then started upward into the [illegible] at an angle of 60 degrees, disappearing into the scattered clouds which appeared to be at about 8000ft. at that time. The object was visible from the time of its appearance in the north-east to its disappearance into the west about 60 seconds. In spite of the fact that a noise was heard prior to the appearance of the object, while in view, it produced no audible sound. The tail of the object had two points on the outside area, visible as it made its two left-to-right circles, which had an approximate radius of 1/4 to 1/2 miles. The object had what looked like a cockpit canopy in the center extending toward the back and under the object. The nose, it did not protrude from the surface but was clearly visible with the naked eye. The object was not revolving on its own axis. It had no discernible landing gears nor propellers. It appeared to have an excellent air foil (tapered from wing tip to wing tip). Mr. Rhodes stated that it is possible that he did not hear the object while it was in sight because of the rustling of tree leaves set up by a wind velocity of 10-15MPH. He also stated that the first sight of the object caused him to think it might be the Navy's new Flapjack plane illustrated on the cover of the May 1947 issue of "Mechanix Illustrated". He later altered his opinion because the object appeared to have no landing gears and no propellers, and the Navy ship is illustrated as having both. Rhodes stated that immediately after the object had started into its first spiral he ran to get his camera, which he kept loaded and set at all times for the purpose of taking candid action shots of his family and which he kept right inside the door of the workshop. By the time he returned with it, the object had completed one circle and had started on its second. At the same time he called to his wife who was in the house, but by the time she arrived in the back yard the object had disappeared. Rhodes stated that he managed to take one photograph of the object while it was at its lowest point (about 2000ft.) (Exhibit I) and another just as it turned out of its second spiral and started upward. (Exhibit II). The second

George Fagatos, Jr., Special Agent, [illegible]

CONFIDENTIAL

PANORAMIC RESEARCH
Laboratory and Observatory
W. A. Rhodes, Chief of Staff
4337 North 14th Street Phoenix, Arizona

H. M. McCoy
Colonel, USAF
Chief of Intelligence

Dear Sir:

Since I talked with Lt Col Bean and Mr. Loedding I have been trying to run down additional photographs of the unidentified object.

Mr. Lewis Larmore of this city has some in his possession and I believe you can obtain copies of them by writing him. Whether or not they are real I do not know. Some of them look faked while others do not. The general shape of the ship as it was going away from me looked like this: there seemed to be a bubble on top and on bottom

while the trailing edge looked open and black like a vent. I judge by past experience that the ship was about 1500-2000 feet altitude when it started to climb and was out of sight in the base of the cumulus within 5 to 7 seconds. Allowing for a little time for acceleration this would put the object well past the speed of sound by the time it reached the cumulus (10-12000 ft). This also might account for the fact that after the ship turned its nose up the sound (which was like a P 80) faded out altogether. Judging by my past experience with aircraft recognition which I taught during the war, the ship couldn't have been under 20 or over 30 feet across.

There were no rudders visible to the unaided eye. I couldn't possibly make a trip to the base because of current debts. I couldn't stand the loss of being away from my work. After Sept 15, I could accept this invitation.

Hoping to be of further service.

Sincerely,

/s/ W. A. Rhodes

Dec 40

Identification of Subject Matter (as per [redacted])

[redacted] [redacted] 20 Feb 68 1

1. Reference is made to the film taken by Mr. Hawkes (Institute [redacted]) which was forwarded for examination. The following data were derived from a study of the negatives.

a. It is concluded that the image is of true photographic nature, and is not due to imperfections in the emulsion, or lack of development in the medium in question. The image exhibits a "tail" indicating the proper type of distortion due to the type of shutter used, the speed of the object and the fixed speed of the shutter. This tailing off conforms to the general information given in the report.

b. The report states the object was seen at approximately [redacted] feet at the time of exposure. The observer also reports being able to see clearly a change of shape. The visual acuity of an average person would allow for this perception, but certainly not such further as the subject had low visual contrast, being [redacted] a gray sky. If we can establish the distance from camera to subject, we will have geometry [illegible]. The report states that a [illegible] was used, indicating several possibilities, since the [illegible] is unmeasurable for the opening and width of the film in any have negatives [illegible], [illegible] and [illegible]. The simple optics and lens can only it was not possible to establish the exact focal size. The [illegible] also was [illegible] leaving [illegible] and [illegible]. If it were the former, then the focal length of the lens would be [illegible], and using [illegible] feet as the approximate subject distance and the image size as [illegible], we have an approximate size of [illegible] feet as the diagonal of the object. But if we choose the latter value of [illegible] for focal length, we have an approximate value of [illegible] for the diagonal. Points of measurement are indicated from [illegible] to [illegible] on Exhibit [illegible].

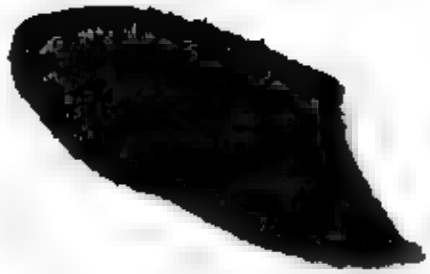
c. It should be pointed out, the need for more detail in reports is brought out in this report. A summary would suggest the following points:

(1) Date of camera, type of film used, developer as well as [illegible] and [illegible] processes, exposure time, focal length of lens and F stop used.

(2) If possible, the camera should be aimed to include some ground and horizon so that will help [illegible] the distance from camera to subject by [illegible] reference points. [illegible] reference points can be referenced [illegible] for evaluation.

1 Incl
Exhibit [illegible]

[redacted]



CONFIDENTIAL

CONFIDENTIAL

ROUTING AND RECORD SHEET

AIR MATERIEL COMMAND

SUBJECT: Identification of Subject Matter (as per sample)

TO: MCIA | FROM: MCIT | DATE: 19 Feb 48 | CONTACT NO. 1

1. Reference is made to the films taken by Mr. Rhodes (Incident #40) which were forwarded for examination. The following data were derived from a study of the specimen:

a. It is concluded that the image is of true photographic nature, and is not due to imperfections in the emulsion, or lack of development in the section in question. The image exhibits a "tail" indicating the proper type of distortion due to the type of shutter used, the speed of the object and the fixed speed of the shutter. This trailing off conforms to the general information given in the report.

b. The report states the object was seen at approximately 2000 feet at the time of exposure. The observer also reports being able to see clearly a canopy or enclosure. The visual acuity of an average person would allow for this perception, but certainly not much further as the subject had low visual contrast, being gray against a gray sky. If we can establish the distance from camera to subject, we will have quantity #1. The report states that a 620 camera was used, indicating several possibilities, since the 620 is manufacture for the spooling and width of the film we may have negatives $2\frac{1}{4} \times 2\frac{1}{4}$", $2\frac{1}{4} \times 3\frac{1}{4}$" and $2\frac{1}{4} \times 4\frac{1}{4}$". The sample submitted had been cut and it was not possible to establish the exact frame size. The $2\frac{1}{4} \times 2\frac{1}{4}$" size was ruled out, leaving $2\frac{1}{4} \times 3\frac{1}{4}$" and $2\frac{1}{4} \times 4\frac{1}{4}$". If it were the former, then the focal length of the lens would be 4", and using 2000 feet as the approximate subject distance and the image size at 7/64", we have an approximate size of 44 feet as the diagonal of the object. Now if we choose the latter value of 5" for focal length, we have an approximate value of 56' for the diagonal. Points of measurement are indicated from x to x on Exhibit "A".

c. It should be pointed out, the need for more detail in reports is brought out in this report. A summary would suggest the following points:

(1) Make of camera, type of film used, developer as well as time and temperature, exposure time, focal length of lens and F value used.

(2) If possible, the camera should be aimed to include some ground and horizon as this will help fix the distance from camera to subject by imaging reference points. These reference points can be referred to for evaluation.

1 Incl
Exhibit "A"

[signature]
[illegible], Chief
Technical Projects Officer
Intelligence Department

16/mb
28127
[illegible]

CONFIDENTIAL

CONFIDENTIAL

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 7 July 1947 Incident # 40
2. Time 1600
3. Location Phoenix, Arizona
4. Name of observer William Albert Rhodes
5. Occupation of observer N/S
6. Address of observer 4333 N. 14th St., Phoenix, Arizona
7. Place of observation 37° 27' N 112° 3' W
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude 2,000 ft to 5,000 ft
12. Speed 400-600 MPH
13. Direction of flight ~~NNE~~ NE to West
14. Tactics Spiraled down from 5000' to 2000 ft and then ascended at 45° angle
15. Sound Noise like jet on approach - no sound heard while in view
16. Size 20-30 ft
17. Color - grey
18. Shape elliptical
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions Cumulus clouds
23. Effect on clouds N/S
24. Sketches or photographs Photos (2)
25. Manner of disappearance N/S
26. [redacted] (Over)

CONFIDENTIAL

77

Object appeared elliptical in shape and had a diameter of 20-30 feet. When first seen it was at about 5,000 ft and traveling from 400 to 600 MPH. Its gray color rendered it difficult to perceive at a distance as it blended with the clouds. Although a jet-like noise was heard prior to the object's appearance no audible sound was produced while it remained in view. The tail of the object had two points on the outside area, visible as it made its two left-to-right circles which had an approximate radius of 1/4 to 1/2 miles. The object had what appeared to be a cockpit canopy in the center which extended toward the back and beneath the object. The "cockpit" did not protrude from the surface but was clearly visible with the naked eye. The object did not revolve on its own axis. It had no discernible landing gears nor propellers. It appeared to have an excellent air foil (tapered from wing tip to wing tip). Mr. Rhodes thought that the 10-15 MPH wind velocity which caused a rustling of tree leaves might have made it impossible for him to hear any noise connected with the object. He also stated that he thought the object was the Navy's new "Flapjack Plane" but altered his opinion since the object seemed to have no landing gears and no propellers. (The Navy ship is illustrated as having both). Rhodes managed to take one photograph of the object at its lowest point (about 2000 ft) and another as it turned out of its second spiral and started upward.

Request for Additional Information on Camera (Mantell, Incident #40)

MCIAID MEA 27 Feb 48 2

1. Reference is made to inclosed copy of "Memorandum for the Officer in Charge", dated 14 July 1947, pertaining to pictures taken by Mr. William Albert Shadle.

2. It is requested that action be taken to obtain the information listed below so that it will be possible to determine the size of the object:

a. Name of the camera used.

b. The camera frame size.

c. Focal length of lens and "F" value used.

1 Incl
Memo dtd 14 Jul 47 (in dup)

A. G. LOMBARDI
Technical Assistant
Analysis Division
Intelligence Department

Bldg 14A

CONFIDENTIAL

[redacted]

[redacted]
WILLIAMS FIELD, CHANDLER,
ARIZONA

14 July 1947

MEMORANDUM FOR THE OFFICER IN CHARGE:

On 8 July 1947, this Agent obtained pictures of unidentifiable objects, (Exhibits 1 and 2) from the managing editor of the Arizona Republic newspaper. The pictures were taken by Mr. William Rhoads, 4333 N. 14th St., Phoenix, Arizona, at sunset, on 7 July 1947. The subject objects flew at unconceivable speeds, making three circles in the vicinity of Mr. Rhoads' home. The pictures were taken with a box camera, size 620. The photograph (Exhibit 1) was taken as the object passed in front of Mr. Rhoads, and Exhibit 2 as the object turned towards Mr. Rhoads. The height of the object was estimated at [redacted]

AGENT'S NOTE: See Exhibits 1 and 2, photographs of unidentifiable objects, enlarged approximately 20 times. No further reports have been received by this office of objects seen by military personnel.

Lynn. S. Aldrich, Special Agent, OSI - AAF, [redacted]

CONFIDENTIAL

MCIAID-3

Mr. William A. Rankin
4837 North 19th Street
Phoenix, Arizona

Dear Mr. Rankin:

Receipt of your letter to Col Kelly is acknowledged.

A letter has been written to Mr. Louis Lemmon as per your suggestion in an attempt to secure copies of the photographs mentioned.

It would be appreciated if you would forward any additional information about this or other sightings that may come to your attention.

Yours very truly,

E. M. McCOY
Colonel, USAF
Chief of Intelligence

PANORAMIC RESEARCH
LABORATORY AND OBSERVATORY

WM. A. RHODES
CHIEF OF STAFF

[illegible] N. 16TH STREET
PHOENIX, ARIZONA

MCIAID-3

MCIAID-3/JCB/ar
16 June 1948

Mr. Louis Lemmon
2625 North 10th Street
Phoenix, Arizona

Dear Mr. Lemmon:

During the course of an Intelligence investigation concerning the sighting of an unidentified aerial object over Phoenix, Arizona, on or about 7 July 1947, it has come to the attention of this Headquarters that you took, or have in your possession, several photographs of the object in question.

It would be appreciated if you could furnish this Headquarters with copies of these photographs together with a complete report of the circumstances surrounding the sighting of this object. Since this Headquarters is charged with performing investigations on all unidentified aerial objects it is requested that all possible information on this or any other future sightings be forwarded to this Headquarters, attention MCIAID-3.

Yours very truly

JCB

K. R. [illegible]
Colonel, USAF
Chief, Technical Intelligence
Division
Intelligence Department

cc: [illegible]

Doc 40

A. G. P.	
PRIORITY	
ROUTINE	
MILITARY URGENT	

TELETYPE MESSAGE

AIR SERVICE COMMAND TELETYPE NETWORK

FROM: AMD

DATE: [redacted]

[redacted]
NAME, RANK AND TITLE OF AUTHENTICATING OFFICER

TO: Mr William A. [redacted]
[redacted] North 24th Street
Phoenix, Arizona

CLASS:

[redacted]

COORDINATION

[redacted]						

CONFIDENTIAL

[redacted]

MCLAND-3

MAY 26 1948

Mr. William A. Rodes
[redacted]
Phoenix, Arizona

Dear Mr. Rodes:

[redacted]

Please return file copy showing date to MCLAND-3

Incident # 41

SECRET

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 32

1. Date 11 July 47
2. Time N/S
3. Location Elmendorf Fld., Anchorage, Alaska
4. Name of observer Col Bruce K. Perry & Maj Wm K. Gayner
5. Occupation of observer 59th Airways & ACS Group
6. Address of observer Elmendorf Fld (59th Airways & ACS Group)
7. Place of observation 61° 10' N-149° 0' W
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude N/S
12. Speed great
13. Direction of flight South
14. Tactics N/S
15. Sound N/S
16. Size Three ft in diameter
17. Color aluminum
18. Shape round
19. Odor detected N/S
20. Apparent construction aluminum
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs N/S
25. Manner of disappearance N/S
26. Remarks: Object resembling an aluminum colored balloon about three feet in diameter was seen at an undetermined altitude flying at great speed in a north to south direction.

SECRET

N-30176-a-4

MESSAGEFORM

MESSAGE CENTER NO. 97	TRANSMISSION DATE		
CALL		PRECEDENCE CONFIDENTIAL	TRANSMISSION OPERATOR
			1200Z 31 July 57
ACTION	OPERATOR	SHIFT	OPERATING CHANNEL

FROM: (Author) 99th AAM Group
STATION Elmendorf Alaska

SECURITY CLASSIFICATION
CONFIDENTIAL

ACTION TO:

- CONAD
- AFIN ASSISTANT CHIEF OF STAFF INTELLIGENCE
-

INFORMATION TO:

[redacted]

[redacted]

[redacted]

Paraphrase not required. Handle as CONFIDENTIAL correspondence per paragraphs 5(1) and 6(a) (4), AR 380-5, 15 August 1956.

SECURITY CLASSIFICATION CONFIDENTIAL		AUTHENTICATION
NAME	RANK OR GRADE	SIGNATURE TITLE

DD FORM 1 FEB 1951 11-108 This form supersedes DD AGO Form 11-108, 20 Aug 45, and DD AGO Form 11, 1 Mar 45, which are obsolete.

[illegible] Intelligence Summary, [illegible], 30 July 47

[illegible]: The following is a digest of the only current reports that have been received through the Intelligence system of this Command concerning unidentified flying objects. On 30 June 1947, rumors were drifting into Budapest from rural areas in Hungary to the effect that "silver balls were flashing across the sky in daylight." No accurate description or confirmation of this report was obtained. A Scandinavian commercial pilot, John Harvey, has reported to personnel of the 1200th AAF Base Unit, AFL, Scandinavian Base Command, Fort Peppercell that on 9 July at [illegible] hours local time ([illegible]), he observed for a few seconds four "aluminum phosphorus colored discs" followed two minutes later by a fifth similar object moving through the air in the vicinity of Great Falls, Scandinavia. According to the constable, all objects were flying each, moving very fast, and parallel to the ground, at an altitude of "10,000 feet". The first four were in well formation. The constable described the shape of these objects as being like a "barrel head or egg" with "black spots on the tail end" but "leaving no smoke trail". The Scandinavian Base Command reports also contain a second unidentified observer of these objects, who described them as being "three-headed" in shape. A check of weather records revealed that CAV weather prevailed in the Great Falls region at the time these objects were reported as being seen. Mr. John H. Johnson, Supervisor of Schedules for Trans World Airlines and Mr. J. S. Tordoff, Senior Maintenance Supervisor, for Pan American Airways, both stationed at Bannon Field, Scandinavia, report that on 10 July at 1750 hours local time ([illegible]), they observed over that installation a circular wagon wheel-shaped disc of silver color which, at its estimated altitude of "10,000 feet", appeared to be of equal size to the wing span of a C-54. Another apparent [illegible] at Bannon during the time this incident occurred was clear with scattered cumulus clouds at an altitude of from eight to ten thousand feet. There was one report that the disc was first sighted when it appeared about six miles SSW of Bannon; the two observers report that the disc moved to "cut the clouds at 10 passed" over an [illegible] leaving a "bluish black trail approximately fifteen miles long" which is described as similar in appearance to the bomb rain for an instant after a high powered landing light or search light has been switched off. Personnel of the 1200th AAF Base Unit, AFL, Bannon Field, Scandinavia, the subject informant's and Tordoff's report to this office state that informants picture was taken of the disc which are now being developed, probably by Bannon or Johnson, the [illegible], and that Tordoff will forward the prints "as soon as received". On 11 July 1947, Col George E. Perry and Major William H. Speer of the [illegible] Army, AAF Air Transport Command Service Group, Bannon Field, Scandinavia, observed an object resembling an aluminum colored balloon "about 3 feet in diameter" travelling at an estimated altitude "at a great speed" in a [illegible] direction in the vicinity of the field. On 10 July at [illegible] hours local time ([illegible]), Major [illegible] and one unidentified officer of the Scandinavian Base Command observed a purple balloon "approximately 10 feet in diameter" in the vicinity of Bannon Field flying in a [illegible] direction [illegible] the object was reported as flying at an altitude of "[illegible]" at an estimated rate of "[illegible] miles per hour", [illegible] 30 miles per hour. [illegible]

them to point out that these Hungarian rumors were recorded fifteen days prior to the first time flying objects, commonly called "saucers", were reported over various areas of the Zone of Interior. Nor is anything known at this office that would add to or detract from the until recently, unfamiliar descriptions briefly presented in the Newfoundland reports. The brief text gives rise to obvious doubts and questions that can be clarified only by an evaluation and further interrogation of the sources from whence these reports were derived. However, an analysis of the two radios that reported the Elmendorf sightings have led the Intelligence Officers of this Headquarters to point out the following considerations. It is very difficult to judge the size, speed and altitude of an unknown object at the reported distance of five miles. The account of the object sighted would tend to describe a weather pibal. In this regard it is noted that it is standard operating procedure for weather stations to release pibals every six hours daily - at 0400Z, 1000Z, 1600Z and 2200Z. It is pointed out that the 12 July sighting approximates the time at which one of these daily pibals is released. It is also pointed out that in the Anchorage area, it is believed to be not unusual for surface winds and winds at an altitude of 1000 feet or more to move in opposite directions.

Classification: SECRET

Incident # 41

Incident # 42

SECRET

30176-A-5

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 12 July 1947 Incident # [redacted]
2. Time 1430
3. Location Elmendorf Fld., Anchorage Alaska
4. Name of observer Maj Edward Graham
5. Occupation of observer USAF
6. Address of observer 59th Airways and Communications Group
7. Place of observation Elmendorf Fld. (61° 10' N 149° 0' W)
8. Number of objects 1
9. Distance of object from observer ~~[illegible]~~ 5 miles away
10. Time in sight several minutes
11. Altitude 1,500 ft
12. Speed 300 MPH
13. Direction of flight NW
14. Tactics N/A
15. Sound N/A
16. Size 10 feet in diameter
17. Color grayish balloon
18. Shape round
19. Odor detected N/A
20. Apparent construction N/A
21. Exhaust trails N/A
22. Weather conditions N/A
23. Effect on clouds N/A
24. Sketches or photographs None
25. Manner of disappearance N/A
26. Remarks: (over)

SECRET

U-30176-A-5

Major Edward Graham and some unidentified officers of the Alaskan Command observed a grayish balloon approximately 10 feet in diameter in the vicinity of Elmendorf Fld, flying in a NW direction following the contour of the mountains five miles away. The object was reported as flying at an altitude of 1500 feet at an estimated rate of 100 MPH; paralleling the course of a B-42 landing into a 20-mile per hour wind.

NOTE: See also incidents 41 and 36. (Info extracted from daily Intel Summary ATC 16 July 1947)

Extract from Daily Intelligence Summary, [illegible], 18 July 47

"FLYING SAUCER REPORTS SUMMARY": The following is a digest of the only current reports that have been received through the intelligence system of this Command concerning unidentified flying objects. On 10 June 1947, rumors were drifting into Budapest from rural areas in Hungary to the effect that "silver balls were flashing across the sky in daytime." No accurate investigation or confirmation of this report was obtained. A Hungarian constable could give hearsay, but reported to personnel of the [illegible]th Air Base Unit, APO, Headquarters Base Command, Fort Pepperell that on 8 July at [illegible] hours local time ([illegible]), he observed for a few seconds four "egg-shaped phosphorus colored discs" followed two minutes later by a fifth similar object moving through the air in the vicinity of Great Falls, Montana. According to the constable, all objects were flying east, moving very fast, and parallel to the ground, at an altitude of "[illegible],000 feet". The first four were in trail formation. The constable described the shape of these objects as being like a "barrel head or egg" with "black spots on the tail end" but "leaving no smoke trail". The Montana Base Command reports also contain a second unidentified observer of these objects, who described them as being "three-lobed" in shape. A check of weather records reveals that [illegible] weather prevailed in the Great Falls region at the time these objects were reported as being seen. Mr. John H. Johnson, Supervisor of Maintenance for Trans World Airlines and Mr. J. D. Bardwell, Senior Maintenance Supervisor, for Pan American Airways, both stationed at Burnes Field, Montana, report that on 10 July at 1700 hours local time ([illegible]), they observed over that installation a circular wagon wheel-shaped disc of silver color which, at its estimated altitude of "10,000 feet", appeared to be of equal size to the wing span of a C-46. Another [illegible] observer at Burnes during the same [illegible] incident reported was alone with scattered cumulus clouds at an altitude of from eight to ten thousand feet. Since the one report that the disc was first sighted when it appeared about six miles SSW of Burnes, the two observers report that the disc passed to "not the clouds at 10 guess" over an [illegible] course leaving a "bluish black trail approximately fifteen miles long" which is described as similar in appearance to the bomb [illegible] for an instant after a high powered landing light or search light has been switched off. Personnel of the [illegible]th Air Base Unit, APO, Burnes Field, Montana, the subject Command's and Bardwell's report to this office state that Johnson's pictures were taken of the disc which are now being developed, probably by Johnson at Anchorage, Alaska, and that Bardwell will forward the prints "as soon as received". On 11 July 1947, Mr. Bruce E. Perry and Major William E. Spurr of the [illegible] Airways and Air Transportation Service Group, Elmendorf Field, Anchorage, observed an object resembling an aluminum colored balloon "about 3 feet in diameter" travelling at an estimated altitude "at a good speed" in a [illegible] direction in the vicinity of the [illegible]. On 10 July at [illegible] hours local time ([illegible]), Major Wood [illegible] of this and eight and seven enlisted officers of the Alaska Department observed a metallic balloon "approximately 10 feet in diameter" in the vicinity of Elmendorf Field flying in a [illegible] direction following the course of the [illegible] River. The object was reported as flying at an estimated of "[illegible] feet" at an estimated rate of "[illegible] miles per hour", [illegible] the course of a [illegible] heading [illegible]. 30 miles per hour [illegible]. [illegible]

them to point out that these Hungarian rumors were recorded fifteen days prior to the first time flying objects, commonly called "saucers", were reported over various areas of the Zone of Interior. Nor is anything known at this office that would add to or detract from the until recently, unfamiliar descriptions briefly presented in the Newfoundland reports. The brief term gives rise to obvious doubts and questions that can be clarified only by an evaluation and further interrogation of the sources from whence these reports were derived. However, an analysis of the two radios that reported the Elmendorf sightings have led the Intelligence Officers of this Headquarters to point out the following considerations. It is very difficult to judge the size, speed and altitude of an unknown object at the reported distance of five miles. The account of the object sighted would tend to describe a weather pibal. In this regard it is noted that it is standard operating procedure for weather stations to release pibals every six hours daily - at 0400Z, 1000Z, 1600Z and 2000Z. It is pointed out that the 18 July sighting approximates the time at which one of these daily pibals is released. It is also pointed out that in the Anchorage area, it is believed to be not uncommon for surface winds and winds at an altitude of 1000 feet or more to move in opposite directions.
Classification: SECRET

MESSAGEFORM

AIR CHANGE NO. 66-1

PRIORITY

1221[illegible]
July 47

FROM: (Originator) FIFTH 59th AAOS Group Elmendorf Alaska

SECURITY CLASSIFICATION CONFIDENTIAL

ACTION TO:

- COMAD ATTN ASST CHIEF STAFF INTELLIGENCE

INFORMATION TO:

OBJECT RESEMBLING A GRAYISH BALLOON APPROXIMATELY ONE ZERO FEET IN DIAMETER OBSERVED FROM HAMILTON FIELD FLYING IN NORTHEAST DIRECTION FOLLOWING CONTOUR OF MOUNTAINS FIVE MILES AWAY TO OBJECT FLYING ALTITUDE ONE FIVE ZERO ZERO FEET ESTIMATED ONE ZERO ZERO MILES PER HOUR IT WAS OBSERVED PARALLELING THE COURSE OF SEARLE BAY FOUR SEVEN LANDING EXCEEDING INTO TWO ZERO MILE PER HOUR WIND TO OBJECT WAS OBSERVED ONE TWO ZERO FOUR THREE ZERO ZERO[illegible] FOR ANIMAL REMAINS BY MAJOR GRAHM THIS HEADQUARTERS REPORT [illegible]

COPY

Paraphrase not required. Handle as CONFIDENTIAL correspondence per paragraphs 5(1) and 6(a) (4), AR 380-5, 19 August 1946.

SECURITY CLASSIFICATION CONFIDENTIAL

AF FORM NO. 11 JAN 1945 61-100

Incident # 42

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 43

1. Date 29 June 1947
2. Time 1645 - ~~Early~~ 1645 P. M.
3. Location 7 miles out of Clarion Iowa in direction of Mason City, Iowa
4. Name of observer Dale Rupe
5. Occupation of observer Red Bean bus driver
6. Address of observer Box 12, Crocker, Mo.
7. Place of observation 7 miles out of Clarion - 42° 43' N - 93° 44' W
8. Number of objects 5 in first group; 13 in second
9. Distance of object from observer N/S
10. Time in sight several minutes
11. Altitude 1200 ft
12. Speed 300 MPH
13. Direction of flight South by Southeast and North Northwest
14. Tactics Observed single file
15. Sound sound like that of an electric motor or dynamo
16. Size From 175 to 250 ft in diameter by 12 feet in thickness
17. Color "dirty" white
18. Shape between a circle and an oval - inverted saucer
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs N/S
25. Manner of disappearance N/S
26. Remarks (over)

RESTRICTED

About 7 miles out of Glarion, Iowa, observer saw an object shoot across the sky in front of the bus he was driving. It was followed by four more. the height appeared about 1200 feet. Observed stepped out of the bus which was facing east and noticed some dots in the sky approaching from the opposite direction. They were flying about the same altitude at a speed of about 300 MPH. These 13 objects flew in a single file. Roughly, the objects were between a circle and an oval in shape. In appearance they looked like an inverted saucer flying thru the air. The thickest part seemed to be about 12 feet. The diameter could have been anywhere from 175 to 250 feet. They were dirty white in color. The second group disappeared into the NW sky in a matter of a few minutes. They made a noise as they passed overhead similar to an electric motor or dynamo.

RESTRICTED

[illegible] Dennis Dugan, without coming to dark all a degree.

E. A. Gaddis
Central Radio & Sound Service
Box 1045,
Central, Calif.

Well, now, who are those who are on the other side of that mobile wall? As for the landing, we've heard a great many unconfirmed stories of what the army is finding in Cardinal Caverns. For those, readers, we no longer allude to what the army, according to a newspaper story recently published, which stated something of a conspiracy.—Ed.

MORE FLYING DISCS

Sir:

I bought the October issue of Amazing Stories about 1 week ago, but for some reason or other, I haven't had the time read it until this morning. I noticed in the "Observatory" your article about the flying discs, asking for information about them.

Until the 4th of this month, I was driving a truck for the Des Moines, Springfield and Southern Express, 312 2nd Street, Des Moines, Iowa. I was discharged on this date due to the fact that the traffic manager and myself [illegible] not getting together.

But to get along with my story. On June 29, 1947 I left Des Moines, Iowa at 1:30 P.M. on my regular schedule bound for Mason City, Iowa, a distance of 161 miles. I had been reading the "Flying Saucers" tales in the newspapers, but I had been reading at them. When I was about 7 miles east of Clarion, Iowa there was an object shot across the sky in front of me at a roughly estimated height of 1500 feet. This object was rather large and was followed by four more. And as I am one of those fellows that has to find out what it is going on when something happens, I stopped the bus and got out. When I stepped out of the bus, which was facing east, I noticed some dots in the sky coming from the opposite direction from which the first five went, which was roughly south by southeast. In this group there were 7 objects flying in a single file. They were about the height as the first and as near as I found, at a speed of about 300 m.p.h. They were, roughly, between a shade and an oval in shape. In appearance they looked like an inverted saucer flying through the air. As the sixth one passed they were, I would say about 12 feet thick. And as for the diameter they could have been anywhere from 125 to 250 feet. And they were a "shiny" white in color. These observations took place at 4:30 P.M. the 4th of July, in a matter of a couple of minutes. They made a noise when they were over head like an electric motor or dynamo. I saw the date at about 4:45 P.M.

Editor: I'm not one of those fellows who can be influenced by what the public says, and I am not subject to attacks of nerves, nor does my imagination [illegible] this was my story with me. When I see something it is really there. And I saw the discs. As for what they were or where they came from, I am completely in the dark. But I will say they are not makes in the photo sense. Or such is my belief.

I have been interested in Science-Fiction and have enjoyed the stories since I could read. The last I read was "Dark Dragon" in the [illegible] issue. This a fellow who has a [illegible] gave me a bundle of science fiction with the covers torn off. I guess this was about 1938. I was about the years old then. I am 31 now. So you can see how long I've been reading it.

I've always been interested in Interplanetary travel. Maybe some day I can do some myself.

Richard Shaver and I are up to an [illegible] chance in his [illegible]. I know of some things that have happened, similar to what happened to him. If you would be interested get in touch with me and I'll be glad to write down in [illegible] what happened. I think of one of them, [illegible] is a deadly radiation [illegible] in the [illegible]. I've never told anyone about them since they it [illegible] I was dead, [illegible] mad. In fact, it [illegible] for it is still hard [illegible] why the [illegible] to me tell about. Every time I think of the [illegible] dead, it makes it seem is something [illegible] hold of my hands and begins to squeeze. And until I can be [illegible] about something else, I am in agony. If you want my address, please let me know.

Have about a [illegible] interplanetary stories in Amazing Stories. Keep up the good work. Glad to hear from you soon, I am.

Dale Hays
Box 11
Clarion, Iowa.

We never will like you to tell us anything you give yourself we won't laugh at it. We know better. Thanks for your report on sighting. You presented the case positively and correctly. You will be hearing more about the sighting shortly.—Ed.

RADIATION IN OUR ATMOSPHERE

Sir:

I have read and now to discuss Ray Palmer's novel "Is Half Vs. Half" because I wished to make some observations upon the subject of radiation on cosmic radiation in regards to atmospheric and also astronomical conditions.

As I understand it the various rubbing the place of alpha particles in our atmosphere would cause the heavyside layer to lose much of its importance against the conventional cosmic rays. Likewise the cosmic radiation would also cause changes in the heavyside [illegible] of the gases of living organisms. As you know long exposure to X Rays will cause sterility. X Rays are very low frequency as compared to cosmic and gamma radiation, therefore it is evident that there must be

(Continued on page 171)

Fig 5

Incident # 14

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 44

1. Date 28 June 47
2. Time 3:45 P. M.
3. Location 16 miles NW of Milwaukee
4. Name of observer N/S - brother to Marion Boucher the reported incident
5. Occupation of observer "farmer"
6. Address of observer [redacted] Rockfield, Wisconsin
7. Place of observation 16 miles NW of Milwaukee 43° 05' N 88° 22' W
8. Number of objects [redacted] seven to ten
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude N/S
12. Speed "like blue blazer"
13. Direction of flight south
14. Tactics N/S
15. Sound [redacted] None
16. Size N/S
17. Color N/S
18. Shape "[redacted]"
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: (over)

RESTRICTED

Witness saw the flying saucers (about seven to ten of them) which flew directly over their home. Said they went like "blue blazes" and didn't make any noise and were headed south.

Witness did not report this info. It was [redacted] by Marion Roescher, a sister. [redacted] address is Menomonee Falls, Wisc.

Reported in Amazing Stories, Page 170

FLYING SAUCER WITNESS

Sir:

I have just finished reading the October issue of ASTOUNDING STORIES, in which you ask for "flying saucer" information.

Here is what I know. On June 28, 1947, at 3:45 P. M. my brother saw the flying saucers—about seven to ten of them—which flew directly over our house. He said they went like "blue blazes"—didn't make any noise and were heading approximately north (Rockfield, where my brother's farm is, is just 16 miles northwest of Milwaukee). But what is really strange is that some afternoon the discs were seen over Illinois (they must have been the same ones). This information was given on June 29th—Sunday—over WGN—"The Latest News" at 3 to 3:15 A. M. with Charles Sebastin. He reported that the discs had been sighted over Illinois the preceding afternoon.

Perhaps the information is valuable to you. At any rate please keep this confidential. Our neighbors think we're slightly "queer" to have seen the discs. (I didn't see them but I believe my brother.)

I have been following the Shaver stories and I hope you have many more of them.

Marion Boercker
Menomonee Falls, Wisc.

The flying saucers are real, and you can be sure of that! Let your neighbors think what they will, in a few months you will be able to prove how good your brother's eyesight is! Thanks for your report, and we hope many more readers send them in. Rough drawings would also be helpful.—Ed.

I. ciident # 14

Incident # 4

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 28 June 47 Incident # 44
2. Time 3:43 P. M.
3. Location 16 miles NW of Milwaukee
4. Name of observer N/S - brother to Marion Boucher the reported incident
5. Occupation of observer "Farmer"
6. Address of observer [redacted] Rockfield, Wisconsin
7. Place of observation 16 miles NW of Milwaukee 43° 05' N 88° 22' W
8. Number of objects [redacted] seven to ten
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude N/S
12. Speed "like blue blazes"
13. Direction of flight south
14. Tactics N/S
15. Sound [redacted] None
16. Size N/S
17. Color N/S
18. Shape "[redacted]"
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: (over)

RESTRICTED

Witness saw the flying saucers (about seven to ten of them) which flew directly over their home. Said they went like "blue blazes" and didn't make any noise and were headed north.

Witness did not report this info. It was reported by Marion Rauscher, a sister. Her address is Menomonee Falls, Wisc.

Reported in Amazing Stories, Page 170

FLYING SAUCER WITNESS

Sir:

I have just finished reading the October issue of AMAZING STORIES, in which you ask for "flying saucer" information.

Here is what I know: On June 25, 1947, at 3:45 P. M. my brother saw the flying saucers—about seven to ten of them—which flew directly over our house. He said they went like "blue blazes"—didn't make any noise and were heading approximately south (Rockfield, where my brother's farm is, is just 14 miles northwest of Milwaukee). But what is really strange is that same afternoon the discs were seen over Illinois (they must have been the same ones). This information was given on June 29th—Sunday—over WGN—"The Latest News" at 8 to 8:15 A. M. with Charles Sebastin. He reported that the discs had been sighted over Illinois the preceding afternoon.

Perhaps the information is valuable to you. At any rate please keep this confidential. Our neighbors think we're slightly "queer" to have seen the discs. (I didn't see them but I believe my brother.)

I have been following the Shaver stories and I hope you have many more of them.

Marion Boucher
—Menomonee Falls, Wisc.

The flying saucers are real, and you can be sure of that! Let your neighbors think what they will, in a few months you will be able to prove how good your brother's eyesight is! Thanks for your report, and we hope many more readers send them in. Rough drawings would also be helpful.—Ed.

Incident # 44

Incident # 45

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 28 June 47 Incident # [illegible]

2. Time afternoon

3. Location Illinois

4. Name of observer N/S - Taken f/"The Latest News" at 6 to 6:15 A. M. w/Charles Sebastin

5. Occupation of observer N/S

6. Address of observer N/S

7. Place of observation Illinois

8. Number of objects 7 to 10

9. Distance of object from observer

10. Time in sight

11. Altitude

12. Speed

13. Direction of flight

14. Tactics

15. Sound

16. Size

17. Color

18. Shape

19. Odor detected

20. Apparent construction

21. Exhaust trails

22. Weather conditions

23. Effect on clouds

24. Sketches or photographs

25. Manner of disappearance

26. Remarks; This info came broadcast 29 June 47 at 6:00 A. M. over WGN "The Latest News". Charles Sebastin, commentator.

(over)

RESTRICTED

The radio announcer stated that the discs had been sighted over Illinois the preceding afternoon (25 June 48).

The announcement of this program was taken from a letter [redacted] in "Amazing Stories" dated Jan 48.

Incident # 45

Incident # 46

U 33234-8-1

SECRET

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 22 June 47 Incident # 46
2. Time 11:30 A. M.
3. Location Greenfield, Mass
4. Name of observer Robert L. De Rose
5. Occupation of observer N/S
6. Address of observer Greenfield, Mass.
7. Place of observation Greenfield, Mass. 42° 35' N 72° 42' W
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight eight to ten seconds
11. Altitude 1,000 +
12. Speed As fast as a speeding plane or faster
13. Direction of flight Northwesterly direction
14. Tactics N/S
15. Sound N/S
16. Size "small"
17. Color silvery-white
18. Shape round and irregular
19. Odor detected N/S
20. Apparent construction N/S - like polished aluminum
21. Exhaust trails N/S
22. Weather conditions N/S - but object reflected sunlight very strongly.
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance observed by cloud bank
26. [redacted] (over)

SECRET

U-33234-8-1

De Rose saw a "brilliant, small round-shaped, silvery white object" which moved in a northwesterly direction as fast or possibly faster than a speeding plane at an estimated altitude of 1,000 ft or more. It stayed in view for eight or ten seconds until obscured by a cloud bank. The object reflected sunlight very strongly as though it were of polished aluminum or silver. Other than to say it "appeared round and irregular" de Rose was unable to determine its shape. It did not resemble any weather balloons he had ever seen. He stated "I can assure you it was very real."

Extract from Weekly Intelligence Summary, ATC, 30 Jul 47

FLYING SAUCER REPORTS: Two more flying object incidents have been reported, coming from opposite sides of the United States - one from Greenfield, Massachusetts and one from Fairfield-Suisun Army Air Base, California. The A-2 of the Atlantic Division, ATC, relayed the report of Edward L. de Rose concerning his observation of an unidentified flying object while working outdoors at 11:30 a.m., 22 June 1947, in Greenfield, Massachusetts. De Rose said there appeared across his line of vision a "brilliant, small, round-shaped, silvery white object" moving in a northwesterly direction as fast or possibly faster than a speeding plane at an estimated altitude of 1,000 feet or more. The object stayed in view for eight or ten seconds until obscured by a cloud bank. It reflected the sunlight very strongly as though it were of polished aluminum or silver. Other than to say that it appeared to be round and irregular de Rose was unable to determine its shape. He adds that it did not resemble any weather balloons he had ever seen and that "I can assure you it was very real". The California report was made by Air Corps Captain James A. Burniston, who says that on 6 July 1947 while at Fairfield-Suisun Army Air Base he observed an object travelling in a southeasterly direction at an estimated height of 10,000 feet or more and at a speed in excess of that of any aircraft he had ever seen. The object was in his view for approximately sixty seconds during which time it travelled over three-quarters of the visible sky. Burniston could distinguish no definite color or shape. It appeared to roll from side to side three times during his observation and one side reflected the sun strongly from its surface while the other gave no reflection. He estimates the size to be about that of a [illegible] and states that between the time the top of the object was visible and the time it rolled over so that the bottom became very difficult to see and almost disappeared. Because of the noise of an aircraft engine in the vicinity he was unable to attribute any sound to the object. Both of these reports appear to be made by competent observers having no motive other than to give accurate information - de Rose requesting no publicity result. It is noted that while the object de Rose observed is described as small and flying at an altitude of approximately 1,000 feet, while Burniston's object was larger and seen at some 10,000 feet, there are strong similarities in both descriptions. Outstanding of the points which tend to correspond are the facts that both objects are reported as moving somewhat faster than a fast aircraft and both objects reflected the sun strongly.

(Source: ATLD + PACD)

SECRET

SECRET

U 11234-B-2

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 47

1. Date 6 July 47
2. Time N/S
3. Location Fairfield-Suisun Air Base, Calif.
4. Name of observer Capt James H. Burnistom
5. Occupation of observer Capt, USAF
6. Address of observer N/S
7. Place of observation Fairfield Suisun AF Base 122° 03' E 38° 19' N
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight 60 seconds
11. Altitude 10,000 ft
12. Speed in excess of any known aircraft
13. Direction of flight Southeasterly.
14. Tactics rolled from side to side three times - one side reflected sun strongly from its surface - other gave no reflection
15. Sound could not be determined - due to aircraft in vicinity
16. Size About that of a C-54
17. Color indefinite
18. Shape indefinite
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions Sunlight
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: (over)

SECRET

U-11234-B-2

Object traveled in a southeast direction at an estimated height of 10,000 ft or more and at a speed in excess of any aircraft he had ever seen. It was under observation for approx 60 seconds during which time it traveled over 3/4 of the visible sky. No definite color or shape could be determined. The object appeared to roll from side to side three times, and one side reflected the sun strongly from its surface while the other gave no reflection. He thought the size about that of a C-54. He states that [redacted] the time the object completed the roll it became very difficult to see and almost disappeared. No sound could be attributed to the aircraft.

Extract from Weekly Intelligence Summary, [illegible], 30 Jul 47

FLYING OBJECT REPORTS: Two more flying object incidents have been reported, coming from opposite sides of the United States - one from Greenfield, Massachusetts and one from Fairfield-Suisun Army Air Base, California. The 1st of the Atlantic Division, ATC, relayed the report of Edward L. de Rose concerning his observation of an unidentified flying object while working outdoors at 11:30 A.M., 28 June 1947, in Greenfield, Massachusetts. De Rose said there appeared across his line of vision a "brilliant, small, round-shaped, silvery white object" moving in a northeasterly direction at fast or possibly faster than a speeding plane at an estimated altitude of 1,000 feet or more. The object stayed in view for eight or ten seconds until obscured by a dead tree. It reflected the sunlight very strongly as though it were of polished aluminum or silver. Other than to say that it appeared to be round and irregular de Rose was unable to determine its shape. He also that it did not resemble any weather balloons he had ever seen and that "I can assure you it was very real". The California report was made by Air Corps Captain James E. Burnsten, who says that on 6 July 1947 while at Fairfield-Suisun Army Air Base he observed an object travelling in a southeasterly direction at an estimated height of 10,000 feet or more and at a speed in excess of that of any aircraft he had ever seen. The object was in his view for approximately sixty seconds during which time it travelled over three-quarters of the visible sky. Burnsten could distinguish no definite color or shape. It appeared to roll from side to side three times during his observation and one side reflected the sun strongly from its surface while the other gave no reflection. He estimates the size to be about that of a 0-5 and states that between the time the top of the object was visible and the time it rolled over so that the bottom became very difficult to see and almost disappeared. Because of the noise of an aircraft engine in the vicinity he was unable to attribute any sound to the object. Both of these reports appear to [redacted] made by competent observers having no motive other than to give accurate information - de Rose reporting no publicity result. It is noted that while the object de Rose observed is described as small and flying at an altitude of approximately 1,000 feet, while Burnsten's object was larger and seen at some 10,000 feet, there are strong similarities in both descriptions. Outstanding of the points which tend to correspond are the facts that both objects are reported as moving somewhat faster than a jet aircraft and both objects reflected the sun strongly.

(Sources: [illegible])

SECRET

Incident # 47

Incident # 16

CONFIDENTIAL

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 7 Jan '48 Incident # 48

2. Time between 7:20 and 7:55 P. M.

3. Location Wilmington, Ohio

4. Name of observer : Gale F. Walter, Capt James Sudom
M/Sgt Irvin E. Lewis, S/Sgt John F. Haag, Sgt Harold R. Olvis & T/Sgt

5. Occupation of observer Control Tower operators Leroy Ziegler
and 4 members of the alert crew

6. Address of observer Clinton County Air Base

7. Place of observation Clinton County AF Base Control Tower

8. Number of objects 1

9. Distance of object from observer N/S

10. Time in sight 35 minutes

11. Altitude N/S

12. Speed terrific bursts of speed

13. Direction of flight SW

14. Tactics [redacted] suspended in the air at intervals and then gained and lost altitude at seemingly terrific bursts of speed

15. Sound N/S

16. Size N/S

17. Color red

18. Shape cone

19. Odor detected N/S

20. Apparent construction "fire"

21. Exhaust trails gaseous green mist

22. Weather conditions Heavy layer of clouds

23. Effect on clouds intense brightness of sky phenomenon pierced thru a heavy layer of clouds passing intermittently over the area

24. Sketches or photographs None

25. Manner of disappearance disappeared over horizon

26. Remarks: (Over)

CONFIDENTIAL

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A sky phenomena which had the appearance of a flaming red cone trailing a gaseous green mist appeared in the southwest skies of Wilmington, Ohio, between 7:20 and 7:55 P. M. Jan 7, 48.

The sky phenomena hung suspended in the air at intervals and then gained and lost altitude at [redacted] appeared to be terrific bursts of speed. The intense brightness of the phenomena pierced thru a heavy layer of clouds passing intermittently over the area and obscured other celestial phenomena.

NOTE: See account of an unusual comet due in the northern hemisphere approx Jan 1. attached.

See incidents 46a, 46b, 46c, 46d & 33. 33a. 33b. 33c. 33d. 33e 33f and 30 and 32.

CONFIDENTIAL

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 7 Jan 48 Incident # [illegible]
2. Time 1925 o'clock
3. Location Clinton County Air Field
4. Name of observer Lelby Ziegler
5. Occupation of observer T/Sgt
6. Address of observer Clinton County AF, Wilmington, Ohio
7. Place of observation Clinton County AF Base
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight [redacted] Thirty-five minutes
11. Altitude high
12. Speed stationary for a while and then made rapid ascents and descents and then to SW with great speed
13. Direction of flight to SW
14. Tactics Vertical ascents and descents at great speed
15. Sound None
16. Size very large
17. Color Same as star
18. Shape circular - starlike - only larger
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails faint exhaust trail when moving up and down or from side to side
22. Weather conditions Cloudy
23. Effect on clouds Object could be seen thru clouds
24. Sketches or photographs None
25. Manner of disappearance over the horizon at about 2000
26. Remarks: (Over)

CONFIDENTIAL

Object appeared to be moving up and down and from side to side. At one time the object was covered by a cloud but the light could be seen thru the cloud. It was the same color as a star only very much brighter sometimes changing to a more reddish hue then turning white or yellow. At first it did not appear to be traveling at any speed. Then it seemed to go up and down and sometimes change off and go from side to side at what seemed to be a very great speed. It seemed pretty high in the air - too high to be any kind of a light from the ground. There was no beam. No sound could be heard. A faint exhaust trail was discernible when it moved up or down or from side to side. Finally it began to move away toward the SW at very great speed and disappeared over the horizon at about 2010.

See: 45, 45b, 45c, 45d & 33. 33a. 33b. 33c. 33d. 33e. 33f & 30 and 32.

CONFIDENTIAL

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 7 Jan 48 Incident # 48b

2. Time 1920 EST

3. Location Clinton County Army Air Field, Wilmington, Ohio

4. Name of observer James E. Hudson,

5. Occupation of observer Corporal, on duty in Control Tower

6. Address of observer Clinton County AAF,

7. Place of observation Control Tower, Clinton County AAF

8. Number of objects 1

9. Distance of object from observer some 15 to 20 miles

10. Time in sight 35 minutes

11. Altitude N/S

12. Speed Hovered then moved with great speed

13. Direction of flight South West

14. Tactics Changed shape on ascent and descent - When it climbed it was right side up - (point up) When descending the point turned down

15. Sound none

16. Size larger than star

17. Color White changing to red to green

18. Shape Triangle

19. Odor detected N/S

20. Apparent construction surrounded with burning gas or something that emmented light

21. Exhaust trails When ascending & descending it appeared to trail a green mist

22. Weather conditions light scattered clouds with a haze toward the SW

23. Effect on clouds Could be seen thru the cloud which passed under it.

24. Sketches or photographs 4 pencilled sketches

25. Manner of disappearance disappeared on SW heading at great speed

26. Remarks: (over)

CONFIDENTIAL

99

The object when first sighted appeared white then it turned red. Its real shape could not be distinguished until it [redacted] It then took the form of a cone or up-side-down triangle. (See Sketch "A")

Sketch "A"

[redacted] it was right side up (Sketch "B") ——> 

On ascending and descending it appeared [redacted] a green mist following it See Sketch "C" — 

Speed could not be determined in miles per hour for it appeared to hover at spots, then, when it moved, it moved with great speed. After making a vertical descent and ascent it headed due SW at great speed and disappeared at approx 1955 EST. Distance from the field when first sighted was some at 15 to 20 miles. There was no sound. The trail, maybe from exhaust, was green (at least thru the field glasses it appeared green) During the time it was under observation a cloud passed under it and the light shown thru.

According to this observer the object was not a balloon, a comet, star or any known aircraft. The light did [redacted] from an aircraft's running lights. The whole object appeared surrounded with burning gas or something which emitted a light.

See also: 46, 46a, 46c, 46d & 33, 33a, 33b, 33c, 33d, 33e, 33f and Incidents 30 and 32.

CONFIDENTIAL

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 7 Jan 48 Incident # 48c
2. Time 19:30
3. Location Clinton County AAF, Wilmington, O.
4. Name of observer S/Sgt John F. Haag
5. Occupation of observer S/Sgt
6. Address of observer Clinton County AAF
7. Place of observation Control Tower
8. Number of objects 1
9. Distance of object from observer ~~N/A~~ Around 5 miles from field
10. Time in sight 25 minutes
11. Altitude ~~N/A~~ 15,000 to 20,000 ft
12. Speed N/S - apparently slow
13. Direction of flight heading of 210°
14. Tactics ~~N/A~~ Moved from altitude of 15,000 ft to 10,000 ft without noticable forward or backward motion (about 3 or 4 times)
15. Sound N/S
16. Size N/S
17. Color changing colors (red and green)
18. Shape N/S
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions overcast
23. Effect on clouds could be seen thru overcast
24. Sketches or photographs None
25. Manner of disappearance disappeared over horizon on heading of 210°
26. Remarks: (over)

CONFIDENTIAL

CONFIDENTIAL

[illegible] OF THE FLYING SAUCER

Date: 7 [illegible]

1. Time: 1500 to 1530
2. Location: [illegible]
3. Name of observer: Mr. Ralph E. [illegible]
4. Occupation of observer: [illegible]
5. Address of observer: [illegible]
6. Place of observation: [illegible]
7. Number of objects: 1
8. Distance of object from observer: [illegible] up to at first [illegible] 5,000 ft high
9. Time in sight: [illegible]
10. Altitude: 3,000 ft
11. Speed: [illegible] slow to approaches
12. Description of shape: appear disc [illegible]
13. Trajectory: [illegible] [illegible] [illegible] [illegible] [illegible]
14. Sound: [illegible]
15. Lens: [illegible]
16. Color: [illegible]
17. Shape: [illegible]
18. Other [illegible]: [illegible]
19. Appearance [illegible]: Did "Flow"
20. Different [illegible]: [illegible]
21. Weather conditions: [illegible]
22. Effect on clouds: [illegible]
23. Pictures or photographs: None
24. Source of disappearance: [illegible]
25. Remarks: None

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Object seemed to be some sort of flare. Without thought it was some aircraft in trouble. Requested the tower to take a look at it to determine if it were a flare. It appeared, with the naked eye, to be a very bright light the color of ordinary flare which had remained stationary in the manner of a parachute flare riding on thermals. The intensity of the light varied. This was attributed to clouds passing between pilot observer the light was readily discernible thru the clouds. The sky was clear to overhead. When the object was compared to the stars there was a decided difference. Both pilots of the total paying duty object was yellow or flame color. Upon first seen it appeared to be about 4,000 ft but disappearing over the horizon could make it much higher. The approach was very slow in appearance and it left no trails or tails like a meteor or comet. Place of disappearance was approximately due west from position of observer.

NOTE: See also [illegible]
[illegible]
[illegible]

[illegible] WHOM IT MAY CONCERN.

[illegible] THE EVENING OF [illegible] AT APPROXIMATELY 1[illegible] [illegible] THE UNIDENTIFIED [illegible] A [illegible] OBJECT [illegible] ON THE [illegible] IN THE SOUTH WEST DIRECTION OF [illegible]. [illegible] [illegible] AND [illegible] FIRST [illegible] [illegible] AND [illegible] THEN LOOK AT [illegible] [illegible] TOLD [illegible]. [illegible] SAID IT [illegible] MOVING BUT COULD NOT MAKE OUT WHAT IT WAS. I WENT UP TO THE TOWER AND LOOKED AT IT THROUGH THE PUBLIC [illegible] IT APPEARED TO BE MOVING UP AND DOWN [illegible] TO [illegible]. AT ONE TIME [illegible] [illegible] THE OBJECT AND THE BASE BUT THE OBJECT COULD STILL BE [illegible] IT. AT APPROXIMATELY [illegible] THE OBJECT BEGAN TO MOVE [illegible] TOWARD THE [illegible] [illegible] AND DISAPPEARED OVER THE [illegible] AT ABOUT [illegible]

S/Sgt. Bobby Hughes [illegible]

Bobby Hughes

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TO: [illegible]

SUBJECT: [illegible] 9 1948

[illegible] THE SOUTH WALL [illegible] THE FIELD [illegible] THE FORM. [illegible] LIGHT. [illegible] THE SOUTH [illegible] THE [illegible].

IT THEN [illegible] AND AS IT DID THE OBJECT [illegible] WITH A [illegible] TRAIL. IT [illegible] AND [illegible] WITH GREAT [illegible] OF SPEED. [illegible] AT THE TIME. [illegible] OF THE LIGHT [illegible] THE [illegible] AT THE [illegible] AND [illegible] WHICH [illegible] THE [illegible] OF THE FIELD. [illegible] IN THE BEST OF MY [illegible] KNOWLEDGE.

CPL. [illegible]

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[illegible]

[illegible]
[illegible]

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[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

THE [illegible] SAY [illegible],

[illegible]

[illegible]

CONFIDENTIAL

PUBLIC INFORMATION OFFICE
HEADQUARTERS FIFTH AREA
[illegible] POWER JET AIR FIELD
Wilmington, Ohio

20 January 1947

SUBJECT: Reports concerning Public Information release of 8 January 1947.

TO : 2nd Lt Kenneth Taylor [illegible] 101st Bomber Flying Division.

1. A partial local release of information was made by the Public Information office of this station relating only that observers reported to Public Information concerning the appearance of what was termed a "big phenomenon." (See Enclosure 1.)

2. Before this release was checked to the Wilmington Herald-Journal, Wilmington, Ohio, production was delayed when Public Information Officer, Mr. [illegible]

3. Public Information has interviewed a Science Press release of 20 December 1947, stating that a new event should be visible in the upper atmosphere about January 1. This statement was issued by Professor Bailey Hanley, Harvard Observatory, Harvard University, Cambridge, Mass. (See Enclosure 2.)

William D. Cody
Major, USAF
Public Information Officer

[redacted]

[redacted]

[redacted]

[redacted]

(Enclosure 1)

[redacted]

[redacted], Ohio, [redacted]. An [redacted] sky phenomena, described as resembling an [redacted] the Wilmington Regular Air Base at having the appearance of a flashing red [redacted] resembling a gaseous green cloud, appeared in the southeast sector of Wilmington [redacted] between 7:45 and 8:00 P.M.

Maj. [redacted] F. Rainer and Sgt. [redacted], assigned [redacted] operators at the air Field, first saw the phenomena at 7:45 P.M. and observed the [redacted] to the sky until 8:15 P.M. when it appeared disappeared over the horizon. The [redacted] was reported to the air as [redacted] and then gained and lost altitude at what appeared to be variable [redacted] of speed. The relative brightness of the sky phenomena appeared through a hazy layer of cloudy [redacted], intermittently after the moon had disappeared, other celestial phenomena.

Maj. [redacted] R. [redacted], Maj. [redacted] F. [redacted], Capt. [redacted] R. [redacted] and Maj. [redacted], four members of the [redacted], joined the assigned [redacted] operators in observing the sky phenomena for approximately [redacted] minutes.

[redacted]

[redacted]

[illegible]

New York, Dec. 19. —[illegible]—the orbit of the sun, or yet unknown, comet circling through space has been discovered [illegible] and the "light bulb" with the long tail, could [illegible] visible in the northern hemisphere about January 5, Prof. [illegible] Hagley said today.

Prof. Hagley, director of our Harvard Observatory, said the chief to verify a northern hemisphere view, but that it should be bright enough in the northern hemisphere to be visible to the naked eye, provided falling Christmas only.

On a basis of the tentative calculations of the orbit-the path, or route on which it is travelling-the gas vapor should be seen shortly after sunset in the southwestern firmament, which is near the spatemphere horizon.

"It should be visible for several nights, probably longer," Dr Hagley said.

It developed that the new comet already has been photographed and spectographed by the Hillsmith observatory in Bangs, and been seen "[illegible] sighting [illegible]" with [illegible]. The said these calculations of the orbits which have been received at Harvard [illegible], which is a clearing house for astronomical notices.

Even these calculations it has been possible to make a tentative determination of the orbit's [illegible]. Scientists, however, have not yet been able to determine the [illegible] at which the comet was [illegible].

"It may be 100 miles or 1,000 miles," Prof. Hagley said. "[illegible] which complicates the orbit to [illegible] 15 miles. Observers of the new comet in the northern hemisphere have reported it to be not as large as Halley's, but more brilliant. It is not expected to be as bright when it becomes visible in the

[illegible]

[illegible]

[illegible] of [illegible] rights in the [illegible]

employee legislation.

The work, according to the collaborators, spans within [illegible], [illegible] of [illegible] [illegible] to be not consulting of a [illegible] [illegible]. Individually speaking.

Prof. Stanley said that the appearance of the eye [illegible] probably would not cause a shower of [illegible] on earth as [illegible] [illegible], including, Hilliard's, [illegible]. The [illegible] that the eye [illegible] which is [illegible] [illegible] a [illegible] for the earth to [illegible] a shower

Reproduced from
Orlando Sun Sentinel
Orlando, Florida
[illegible] October 2002 Issue

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted] FOLLOW-UP

1. Date [redacted] Duration [redacted]
2. Time [redacted]
3. Location [redacted]
4. Date of photograph [redacted]
5. Duration of observation [redacted]
6. Number of observers [redacted] [redacted]
7. Place of observation [redacted]
8. Number of objects [redacted]
9. Distance of object from observer [redacted]
10. Time in sight [redacted]
11. Altitude [redacted]
12. Speed [redacted]
13. Direction of flight [redacted]
14. Formation [redacted]
15. Sound [redacted]
16. Glow [redacted]
17. Odor [redacted]
18. Shape [redacted]
19. Other detected [redacted]
20. Apparent concentration [redacted]
21. Internal details [redacted]
22. Further conditions [redacted]
23. Effect on clocks [redacted]
24. Trackings or photographs [redacted]
25. Impact or disappearance [redacted]
26. Remarks (over) [redacted]

[redacted]

According to a WSO Base Bulletin on 2300-2315, 9 Aug 56, reported from Louisville, Kentucky, a Mr. [illegible] Mrs. [illegible] were driving in daylight out in or above Louisville, Kentucky, when they saw a pencil-like object flying very high which left a long trail of smoke or exhaust. The trail slowly dissipated behind him, a beautiful fire-work display of sparks, etc. The object appeared to be travelling a straight course.

RESTRICTED

10 Jan 49

Flying Ball Reported at Danville, Kentucky

According to a WHAS news broadcast at 11:00-11:15 p.m., 9 Jan 49, relayed from Danville, Ky., a Mr. and Mrs. Harding were driving in their car 9 January in or about Danville, Ky. when they saw a purple-blue object flying very high and which left a long trail of smoke or exhaust. The trail shortly afterwards turned into a beautiful fireworks display of sparks, etc. The object was traveling east in a straight course.

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[illegible] WILLOUGHBY'S [illegible] REPORT

Date: 30 [illegible] (year reversed: date of detail) [illegible]

2. Place: [illegible]

3. Observer: Wildenrod, E. J. ([illegible])

4. Place of observer: [illegible]

5. Occupation of observer: [illegible]

6. Witness of observer: [illegible] Wildenrod, E. J.

7. Place of observation: [illegible] Wildenrod [illegible]

8. Position of object: [illegible] Z plane

9. Distance of object from observer: [illegible]

10. Time in sight: [illegible]

11. Altitude varying: [illegible]

12. Speed: [illegible]

13. Direction of flight: [illegible]

14. Trail: [illegible]

15. Sound: None

16. Size: [illegible]

17. Color: [illegible]

18. Shape: [illegible]

19. Wind velocity: [illegible]

20. Ground visibility: [illegible]

21. Cloud cover: [illegible]

22. Weather conditions: [illegible]

23. Effect on clouds: [illegible]

24. Similar or photographs: [illegible]

25. Number of witnesses: [illegible]

26. Remarks: (sign)

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[illegible]

[illegible] (Dick Ivie Enterprise's comment)

[illegible] • [illegible] [illegible] [illegible]

[illegible] - [illegible] FLYING SAUCERS

1. Date: [illegible] Attachment [illegible]
2. Time: [illegible]
3. Location: [illegible], N. J.
4. Name of observer: [illegible]
5. Occupation of observer: [illegible]
6. Address of observer: [illegible] Ave., [illegible], New Jersey
7. Place of observation: [illegible] Hill, [illegible] Ave. ([illegible] & [illegible])
8. Number of objects: 3
9. Distance of object from observer: [illegible] ft.
10. Time in sight: [illegible] seconds
11. Altitude: Varying
12. Speed: [illegible]
13. Direction of flight: [illegible]
14. Texture: [illegible], slowly varied between, crystalline and disappeared below horizon
15. Sound: None
16. Size: [illegible] Size of moonlight
17. Color: [illegible]
18. Shape: Shape of bubble
19. Cloud definition: [illegible]
20. Atmospheric conditions: [illegible]
21. Telescopic facilities: None
22. Weather conditions: Clear night
23. Effect on clouds: [illegible]
24. Duration of phenomena: [illegible]
25. Manner of disappearance: Still lights out
26. Remarks: (over)

Objects were brought to Mrs. Krueger's attention by Mrs. Jones. Mrs Krueger she "a shiny object, being drop out of the sky. I think it was a flying saucer as I have never seen anything equal to it before" Her then stated that she saw dark apparent to be a round orange colored disks or balls, no sound being emitted. And that these objects appeared to descend vertically toward the earth in a slow and steady manner and, disappearing from view sight. Mrs. Jones said that Mrs Krueger observed two objects (apparently matched) but that they were originally one object which separated at about the time Mrs. Krueger sighted it

All witnesses Mrs. Jones, her son and Mrs Krueger) agree on the following:

Color and size Most of my old-fashioned gas light which had a yellow red or other color. Within the chimney and did not appear affected or irregular. It was a round of disk. Its size is approximately twelve inches. Shape and to round. All stated that it was not in their knowledge a balloon, kite, dirigible, Chinese paperwork or any other known object and all stated to have a fairly good knowledge as to the appearance of the foregoing.

NOTE: Witness appeared calm and normally sensitive in her response to various questions.

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[illegible]

[illegible]. During the interview, Mrs. James frequently alluded [illegible] corresponding with Josephine Brown, the well-known [illegible] James Pittman, and other officials regarding the [illegible] and implying that some [illegible] to Salem, and that she was interested in any information it might bring on the [illegible] of Richard which always has a sad repetition. Her relief was [illegible] for the material advantage.

Respectfully submitted,

[illegible]
[illegible] C. [illegible]
Investigator [illegible]
Analysis Section
Intelligence Department

[illegible]
[illegible] A. [illegible]
[illegible]
Analyst [illegible]
Intelligence Department

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[illegible]

Date 3 Sept 47 Incident # 3

2. Time [illegible]

3. Location [illegible]

Name of observer [illegible]

5. Occupation of observer [illegible]

6a. Aircraft of observer [illegible]

Place of observation [illegible]

8. Number of objects 12 to 15

9. Distance of objects from observer [illegible]

11. Time in sight [illegible]

12. Altitude high

13. Speed [illegible]

14. Maneuvers of objects [illegible]

15. Trails [illegible]

16. Sound [illegible]

17. Size [illegible]

18. Color silver

19. Shape [illegible]

20. Other [illegible]

21. Apparent construction [illegible]

22. Effects [illegible]

23. Weather conditions [illegible]

24. Effect on clouds [illegible]

26. Duration of observation [illegible]

27. Number of observations [illegible]

28. Remarks 12 to 15 round silver objects seen at high altitude. [illegible] 3 Sept 47 [illegible]

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[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] INFORMATION FILLED [illegible]

1. Date [illegible]
2. Time [illegible]
3. Location [illegible]
4. Name of observer [illegible]
5. Occupation of observer [illegible]
6. Address of observer [illegible]
7. Place of observation [illegible]
8. Number of objects [illegible]
9. Distance of object from observer [illegible]
10. Time in sight [illegible]
11. Altitude [illegible]
12. Speed [illegible]
13. Direction of flight [illegible]
14. Duration [illegible]
15. Sound [illegible]
16. Size [illegible]
17. Color [illegible]
18. Shape [illegible]
19. Sky [illegible]
20. Aircraft [illegible]
21. Balloon [illegible]
22. Weather [illegible]
23. Effect on [illegible]
24. Photos or [illegible]
25. Manner of [illegible]
26. Remarks [illegible]

[illegible]

Dark lighted and the unidentified aerial objects at approximately 8,000 to 10,000 ft approaching, about a 7400. We thought they were approximately 15 or 20 feet in diameter. In shape they were circular like a ball on the bottom but not completely round. Nightlock flare brought out that the second flying alone behind the three at the same altitude seemed to be going from left to right and right to left. Were like a guard in an aircraft formation. Due to the drive of the 7400, no sound could be heard from them. They did not leave any major smoke or visible trail. The weather was clear and Capt Tyler and 1Lt Fort Bennett watched them until they disappeared in flight presumably over Oahu and headed toward the ocean.

NOTE: Dark lighted varied colors observed throughout the episode

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[illegible] UNIDENTIFIED FLYING OBJECT

1. Date [illegible] Incident # [illegible]
2. Time After [illegible]
3. Location [illegible] Fla. Oklahoma
   Name of observer [illegible]
5. Occupation or employer [illegible] Air Base, Chanute [illegible] pilot
6. Address of observer [illegible] Blvd., [illegible], Calif.
7. Place of observation [illegible]
8. Number of objects 8
9. Distance of object from observer N/A
10. Time in sight 35 seconds
12. Altitude [illegible] ft
13. Speed Approx [illegible]
15. Duration of flight [illegible]
24. Position Skidder in flighter a/c then overtaking leader slight
25. Sound none
26. Size N/A
27. Color white white
28. Shape N/A
29. Other detailed N/A
30. Apparent construction N/A
31. Observer besides Pilot
32. Weather conditions N/A
33. Effect on sample N/A
34. Similar or photographic Data
35. Number of photographs Plane out of sight
36. Remarks (over)

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[redacted]'s attending pilot in unidentified flying object by Fort Dodge [redacted] estimates the R-40 at 150 miles on preliminary approach for landing at Hamilton AFB. Object was estimated to be following R-40 at three or four times its speed. A second later another object appeared and flew a course described as scanning similar to a fighter's searchlight when escorting a bomber ship, as a left to right movement over the object first sighted. The object paralleled this maneuvering weight out of sight. Size could not be estimated but was believed to be above 5,000 ft altitude. Described as silver-white in color, and white and charcoal and elongate [illegible]

[redacted]

0 0

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HEADQUARTERS FOURTH AIR FORCE
Office of the Commanding General
[illegible]

[illegible]
[illegible]

SUBJECT: Investigation of Flying [illegible]

TO: Commanding General, Army Air Forces, Washington 25, D.C. ATTN: [illegible]

Forwarded [illegible] for your information.

FOR THE COMMANDING GENERAL:

William [illegible]

[illegible], [illegible]
[illegible]
Asst. Adjutant General

Incl:
1 - [illegible]

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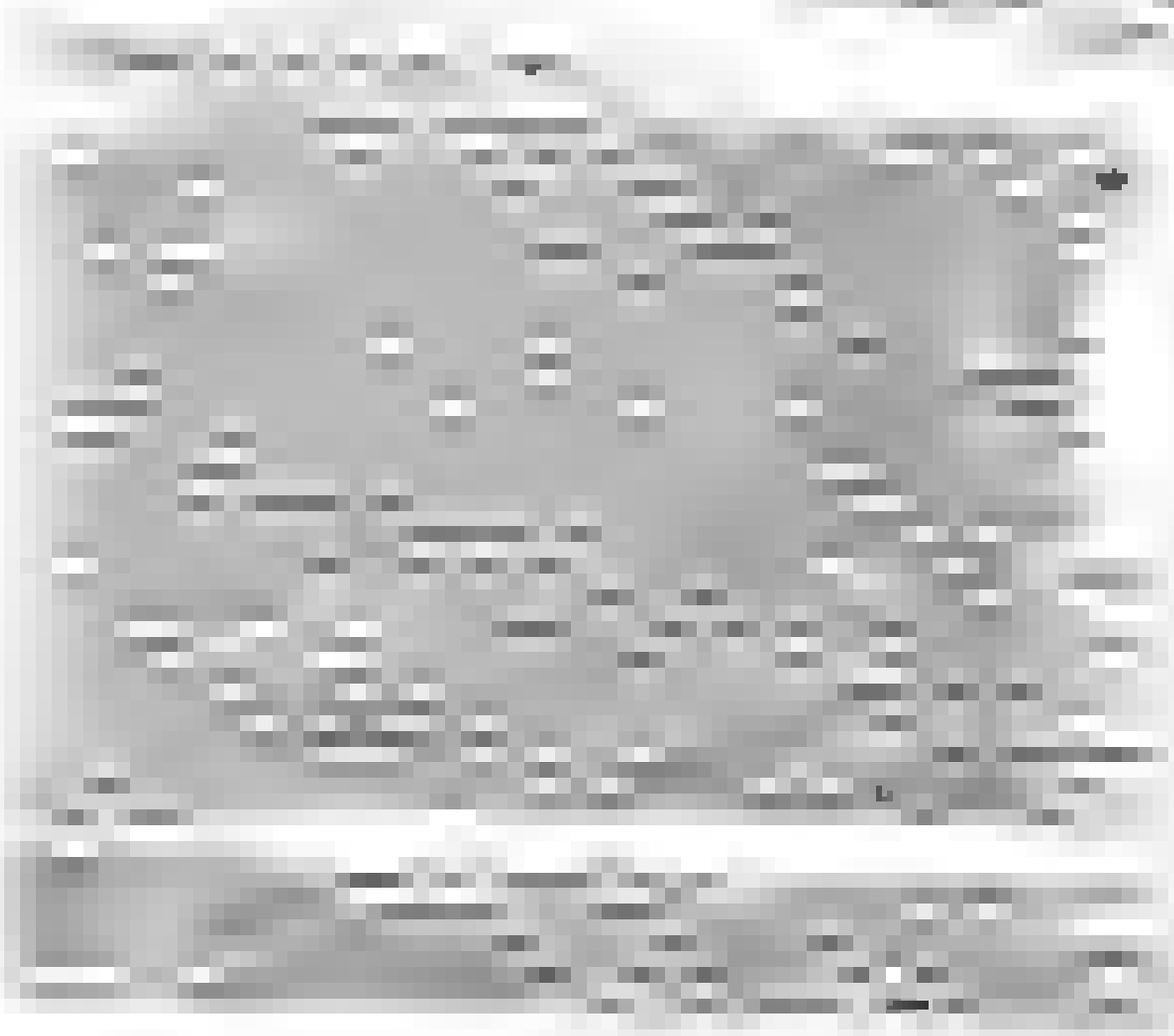
[illegible]



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FLIGHT-LOG CONTINUATION PLANES OBSERVED

1. Date [illegible] Incident # 55
2. Time [illegible]
3. Location 30 miles northwest of Lake Reeds, Florida
4. Name of observer [illegible]
5. Occupation of observer [illegible]
6. Address of observer [illegible]
   Place of observation 30 miles northwest of Lake Reeds [illegible]
7. Number of objects 5 or 6
8. Shape of objects [illegible] 2/9
10. Size [illegible] 2/9
11. Altitude 6,000 ft.
12. Speed [illegible]
14. Direction of flight [illegible] (2/9)
15. Sound 2/9
16. Size 30' in diameter
17. Color white
18. Wings [illegible]
19. Other details 2/9
20. Apparent construction 2/9
21. Behavior details 2/9
22. Weather conditions 2/9
23. Sketch on back 2/9
24. Statement or photographs None
25. Manner of disappearance
26. Remarks (over)

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On 24 June 19[illegible] in a DC-3 hired from Portland, Oregon, by way of Redford, Oregon, at approx 1515 CST (approx at 2000Z) and ground speed of 195 MPH. Altitude 10,000 ft, approximately 30 miles NW of Mount Rainier, Washington. In formation, eighteen 5 or 6 white, circular objects at 9,000 feet altitude approximately 5,500 ft, on a course of 160° and flying at an estimated speed of 2[illegible] MPH. The objects were flying very smoothly and in a close formation. The estimated size of the white objects was approximately 30' in diameter. In formation was more the white objects weight time than the rate of objects was very fast. He was certain he felt the white objects were not jets or conventional aircraft since he has flown both.

[illegible]

In formation was very sensitive in the explanation and did not the propending type. He merely stated that he saw and dive on spectacular.

[illegible]

[illegible]

[illegible]

[illegible]
[illegible]
[illegible]

[illegible]

1. [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]
[illegible]
[illegible]

[illegible] to

[illegible] of [illegible]

[illegible]

This is an [illegible] message [illegible]

JOINT COMMUNICATIONS OFFICE

SECRET

[illegible] D.T.G. [illegible]

[illegible] [illegible]

FROM: A.M. [illegible]

TO: [illegible]

[illegible] [illegible]

[illegible] [illegible] [illegible]

Your [illegible] July 1948.

During recent night flying practice at [illegible] on 16th January 1949 one of our [illegible] was vectored on to an unidentified aircraft at [illegible] feet. A long chase ensued conducted over the North Sea about [illegible] miles from the Dutch coast and ending at [illegible] hours over Norfolk. The speed of [illegible] was [illegible] [illegible] [illegible] quantity. The [illegible] unidentified aircraft appeared to [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]. No explanation of this incident has been forthcoming and [illegible] is [illegible] expected.

ACTION COPY

S.A.S.

F.O.

C.A.S. [illegible]

SECRET

RESTRICTED

[illegible]-LIST [illegible]

1. Date [illegible] Page [illegible]
2. Time [illegible]
3. Location [illegible]
4. Name of observer [illegible]
5. Description of observer [illegible]
6. Address of observer [illegible]
7. Place of observation [illegible]
8. Number of objects [illegible]
9. Distance of object from observer [illegible]
10. Time in sight [illegible]
11. Altitude [illegible]
12. Speed [illegible]
13. Duration of flight [illegible]
14. Formation [illegible]
15. Sound [illegible]
16. Size [illegible]
17. Color [illegible]
18. Shape [illegible]
19. Other [illegible]
20. Additional [illegible]
21. Intensity [illegible]
22. Weather [illegible]
23. Effect on [illegible]
24. Photographs [illegible]
25. Manner of [illegible]
26. Remarks [illegible]

RESTRICTED

[redacted]

[redacted] witnesses were sitting when they observed a peculiar reddish light. They thought at first that [redacted] the light was a shooting star but it left no trails. It appeared again and they thought it was a plane flying at very [redacted] high altitude. Then a number of [illegible] flashes were observed for three minutes. After dropping the [illegible] of light and hearing no [illegible] of which they mentioned, that it was definitely not a plane. [redacted] the magnitude appeared [redacted] change.

[redacted]

RESTRICTED

[redacted]

[redacted]

[redacted]

SUBJECT: Letter of Transmittal.

To : Commanding General,
Scientific Services, ATC,
Fort Totten, Long Island, N. Y.
(Attention: [redacted], Intelligence)

Enclosure letter of transmittal, this office, dated 28 July 1947, with four (4) inclosures (Inclosures 1, 2 and 3, Final Reports of Sightings of "Flying Saucers", and Inclosure 4, Signal Research - Your Radio Course) concerning Reports on Final Report of Sightings of "Flying Saucers" in Scandinavia, which occurred in Rapid Fields, Stephenville, Newfoundland, at 0400, 19 July 1947.

[redacted]

[redacted]
[redacted]
[redacted]

1 Incls
Final Rpt of Sightings, 19 Jul 47

1st Ind.

HQ, [redacted], AAF, [redacted], [redacted] 4 Aug 47

To: Commanding General, Air Transport Command, Washington 25, D.C.
ATTN: Chief of Staff

Forwarded for consideration this investigation outlined in TSE 80-42, your headquarters.

[redacted]
[redacted]
[redacted]

[redacted]
[redacted]

RESTRICTED

[redacted]

[redacted]

RESTRICTED [redacted]

1. Organization: [redacted]

2. Sighting: [redacted]

3a. Place: [redacted]

3b. Time: [redacted]

3c. Altitude: [redacted]

4. Number: [redacted]

5. Building: [redacted]

6. Shape: [redacted]

7. Description: [redacted]

8a. Reported by: [redacted]

8b. General: [redacted]

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[redacted]

[redacted]

[illegible]

[illegible] = [illegible] Pilot's Report

Date 6 July 57 Sheet No. 36

2. Time [illegible] hours

3. Location Bloomington, Minnesota

4. Date of observation Night Diagonal Ice in Bloomington

5. Description of object(s) S/Sph. w/250 lamps on pilot and bracket [illegible]

6. Address of observer 135th Bombardment Group, Dream Acres, Bloomington, Minn.

7. Place of observation In sky 15° 30'N 60° 30' W

8. Number of objects 7 to 10

9. Distance of object from observer Indeterminate

10. Time in sight 30 F

11. Altitude [illegible] ft above horizon at 15° angle

12. Speed 300 to 400 mph

13. Direction of flight Northwest

14. Formation [illegible] angles = [illegible] in row

15. Sound None

16. Size 2 ft to 10 [illegible]

17. Color N/A

18. Shape [illegible]

19. Other characteristics N/A

20. Apparent construction N/A

21. Relevant weather N/A

22. Weather conditions N/A

23. Effect on clouds N/A

24. Duration of phenomenon 10 min [illegible]

25. Relevant of [illegible] N/A

26. Remarks [illegible]

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[illegible]

[illegible]

14. City Intel, 5 July 47. Staff Sergeant Livingston's situation was noticed by a bighiker (a Mr. Thomas H. Lockwell) in [illegible] the "flying discs" the objects appeared in the west of Livingston and were travelling southeast. They appeared to be 2000 above the horizon, at a 15° angle of an [illegible] flattened disc. They were approximately 7 ft in diameter and round. They produced a dim glow of light and were travelling at an estimated speed of 400 to 500 MPH. The object (or objects) appeared to be travelling in a definite and steady course straight. Had it been an aeroplane, the light, another would appear behind it too and always in the same place. (as would to some flashlight up). The view of the course was obstructed by a nearby house but upon resuming the altitude of approximately 2000 ft it elected not in any [illegible] of the objects. Sergeant Livingston says that at this not at any time was more than one object at a time, and the it could have been the object. It will his personal opinion that there was going to be objects. The discs were silver and appeared composed of a single light.

RESTRICT 9

Baker

[redacted]

[redacted]

TO: [redacted], Long Island, Washington, D. C.

[redacted]

Forwarded for your information.

[redacted]

5 Shelves
n/a

[redacted]
Colonel, USC
Asst Chief of Staff-Intelligence

RESTRICTED

[illegible]

[illegible] Gen. Sq. [illegible], Headquarters AAF, [illegible], [illegible], and [illegible] to, [illegible] "Report on Local Flying Fees."

[illegible] New York,

[illegible]. [illegible] Air Force, [illegible], [illegible], [illegible].

For [illegible] General, Air Inspector General, [illegible], [illegible], New York.

1. Forwarded for [illegible] of your [illegible].

2. This Headquarters has made no investigation of flying fees [illegible] reports herein [illegible] is an [illegible] [illegible].

For the Commanding General:

[illegible]

1 Incl: [illegible]

92715

[illegible]

[illegible]

Reports for Film of Japan Highland [illegible], [illegible]. Contrail [illegible]

[illegible] [illegible] [illegible] [illegible]

1. Reference is made to the contrail forms dated 8 July 1947, subjects "Report of Lost Flying [illegible]", regarding an unidentified object photographed over Hokkaido, Japan.

2. A study by photographic engineers of the negatives and the information listed below may permit valuable information regarding the object.

a. Size of camera.

b. Type of film used

c. Negatives, as well as [illegible] transparencies

d. Focal length of lens and "F" value used

3. It is requested that efforts be taken to obtain the original negatives and the lifted photographic data.

Encl.
[illegible]
Washington [illegible]

[illegible]
[illegible]
[illegible]
[illegible]

[illegible]
[illegible]
[illegible]
[illegible]

RESTRICTED

[illegible]

[illegible]
[illegible]
[illegible]
[illegible]

[illegible]

[illegible] [illegible]

[illegible] [illegible]
[illegible]
[illegible]
[illegible]

1. [illegible]

2. [illegible]

3. [illegible]

4. [illegible]

[illegible]
[illegible]
[illegible]
[illegible]

[illegible]
[illegible]
[illegible]

[illegible]

Request for film of Japan Imperial Headquarters, Ichiya, Formosa area

[illegible]

1. Reference is made to the indicated letter dated 9 July 1945, subjects "Request on Japan Flying Boat", regarding an unidentified object photographed over Shanghai, China.

2. A study by photographic engineers of the negatives and the information listed below has revealed valuable information regarding the object:

a. Size of camera

b. Type of film used

c. Brightness, as well as black and longitudinal

d. Focal length of lens and "f" value used

3. It is suggested that evidence be taken to obtain the original negatives and the actual photographic data.

[illegible]
[illegible]
Wright-Patterson AAFB, Ohio [illegible]

[illegible]
Technical Analysis
Analysis Division
Intelligence Department

[illegible]
[illegible]
[illegible]
[illegible]

[illegible]

Telegram for Chief of Engineer Highway [illegible], Ala., [illegible] [illegible]

[illegible] [illegible] [illegible] 3

1. Reference is made to the Engineer letter dated 4 July [illegible], subject: "Report on Local Flood Control", regarding an additional report [illegible] [illegible] Alabama.

2. A study for distinguish engineers of the magnitude and the information listed below and provide pertinent information regarding the report:

a. Name of [illegible]

b. Type of flood [illegible]

c. Development [illegible] and [illegible]

d. Total length of [illegible] and TP value used.

3. It is suggested that [illegible] the [illegible] magnitude and the [illegible] [illegible].

1 Incl
Ltr dtd 4 Jul 47 fr
Birmingham Office (1a dup)

[illegible]
Hydraulic Laboratory
Analytical Engineering
Intelligence Engineering

[illegible]
[illegible]
[illegible]
[illegible]

RESTRICTED

CONFIDENTIAL UNIDENTIFIED FLYING OBJECTS

1. Date 20 July 1947 Incident 57

2. Time 0930

3. Location Went was home from Bishop, Newfoundland.

4. Date of sighting [illegible]

5. Description of observer All employees of Resolute, Harmsville and Eastern Oil Bridge Company [illegible] to delay construction work at [illegible] Fld

6. Address of observer [illegible]

Place of observation [illegible] Bow Bridge to Port aux Basques Newfoundland.

8. Number of objects [illegible] 4 or 5 approximately 2 seconds apart and equidistant.

9. Distance of object from observer [illegible]

10. Time in sight [illegible]

11. Attitude [illegible] 30° off horizon at an estimated [illegible] mile range

12. Speed high velocity - faster than [illegible]

13. Direction of flight [illegible] (30° East of true North)

14. Condition Mechanical flight

15. Sound [illegible]

16. Shape [illegible]

17. Color [illegible] - objects [illegible] - flashes were silvery in and in color

18. Shape [illegible]

19. Other features [illegible]

20. Apparent maneuvers [illegible]

21. Unusual feature [illegible] possibly some was observed was itself the [illegible]

22. Instrument readings [illegible]

23. Effect on vision [illegible]

24. Photographs or photographs [illegible]

25. Number of photographs [illegible]

26. Remarks (what) [illegible]

RESTRICTED

Witnesses did not see the object but only four or five flashes approximately the same size and brightness. The flashes appeared silvery to yellow in color and were likened to the glow of a firefly except they were larger and of equal intensity. The witnesses did not describe the flashes into occasioned by what a shooting star or a plane, because of the overlapped brilliance of flashes, the color and the speed.

Corroboration: Capt Hallagan, Master of the "Sangre" also saw the flashes while standing on the starboard bank. He stated that he had seen the same thing at approximately the same time the witnesses saw the shooting of [illegible] except at that time the object or flashes were travelling faster and frequently changed courses (i.e. changed course abruptly several times) and was headed generally to the NE.

RESTRICTED

RESTRICTED [redacted]

[illegible]

RESTRICTED

[redacted]

[redacted]

RESTRICTED

Final Report of Engineering

[redacted]

[redacted]

[redacted]

Captain, Air Corps
Intelligence Officer.

RESTRICTED

[redacted]

[illegible]

[illegible]

Date [illegible] Page [illegible]

2. Time [illegible]

3. Location [illegible] of British Guiana

4. Type of observer [illegible] and Observation Flame Ship

5. Description of observer [illegible] and Observer – [illegible] Flying Inc.

6. Address of observer [illegible]

7. Place of observation [illegible]

8. Position of observer [illegible]

9. Distance of object from observer [illegible] ft.

10. Time in sight [illegible]

11. Altitude [illegible] to 1,000 ft.

12. Speed [illegible] 3 times [illegible] at night

13. Direction of flight [illegible]

14. Position [illegible]

15. Course [illegible]

16. Size [illegible] as large as [illegible]

17. Colour [illegible] in color

18. Shape [illegible] [illegible] at night (close range) but [illegible] of flying [illegible]

19. Size estimated [illegible]

20. Apparent construction [illegible]

21. Exhaust visible [illegible]

22. Surface condition [illegible] [illegible] shining [illegible]

23. Effect on climate [illegible]

24. Variation on photographic [illegible]

25. Manner of disappearance [illegible] rapidly out of sight

26. Remarks [illegible]

CONFIDENTIAL

Capt. Jack Peck and Lt. Douglas Turner Daly stated that on [illegible] they flighted and followed a "flying saucer" southeast of Duluth, Minn. The object might appeared as large or larger to some than a [illegible] and black in color appeared silhouetted against a brilliant evening sky. In order to avoid a possible collision being made at flight of [illegible] in that direction the object was moving [illegible] up to about 1200 ft in order to avoid possible collision. The object crossed their path in right angles to them. Feeling that it was moving away from them at a very rapid rate and flying at an altitude of from 500 to 1,000 ft they swung to head in pursuit, it at an est speed of 470 MPH but the thing was out of sight in four minutes. They state the object was [illegible]/[illegible] circumferent and resembles compact a [illegible] without wings (from the rear) and no without wings or any visible means of propulsion whatever. Had no navigation and it had no a [illegible] source.

Officials in Duluth of the Airline for which Peck and Daly are working stated that they pilot is not the "imaginative type".

Subject of [illegible]:

[illegible] 15 Aug 49 [illegible]

[illegible] Bikini Conference, [illegible] Proper, New York, 9 September 1949

To: [illegible] Joint Chiefs of Staff, Washington 25, D. C.
ATTN: [illegible], [illegible] Environmental Division

Permission for [illegible]

[illegible]

[illegible]
[illegible]
Chief of [illegible]

[illegible]

[illegible]

CONFIDENTIAL

[illegible] ALASKA COMMUNICATION SYSTEM, SIGNAL CORPS [illegible]
Seattle 4, Washington
19 August 1947

SUBJECT: Report of [illegible] [illegible].

TO: Commanding General
Fourth Air Force
San Francisco, California.

The attached letter has been received from the [illegible] of the Alaska Communication System station at [illegible], Alaska. It is submitted for your information.

For the Commanding Officer:

For Robert C. [illegible]
[illegible] [illegible]
[illegible], Signal Corps
[illegible] [illegible]

Incl
1. [illegible] fr [illegible] at [illegible]
[illegible] [illegible] [illegible]

[illegible]

1st Ind

HEADQUARTERS FOURTH AIR FORCE, Hamilton Field, Cal. [illegible]

4 SEP 1947

TO: Commanding General, Air Defense Command, Mitchel Field, N. Y. Attention: AC of S, A-2

1. Forwarded for your information.

2. This headquarters wishes to correct the impression created in par 2 of the enclosure, that Fourth Air Force claims there are no such "things" (flying discs). It is the opinion of this headquarters that the Seattle Times has misinterpreted the statement made by the Public Information Officer, Headquarters Fourth Air Force, to the effect that a collision of a flying disc and a surface craft at Tacoma Harbor did not take place.

FOR THE COMMANDING GENERAL:

WALTER F. [illegible]
CWO, U. S. Army,
Asst. Adjutant General.

1 Incl.
n/c

CONFIDENTIAL

5 SEP 1947

[illegible]
[illegible]
[illegible]

[illegible]

[illegible]

Chief
Mr. [illegible]
[illegible]

Subscriber [illegible]

Dear Sir:

[illegible] in a copy of [illegible] pamphlet [illegible] "Flying Stars" which is being forwarded in accordance with a verbal request from your office of [illegible] date.

Very truly yours,

[illegible]

[illegible]
[illegible]

Enclosure: 1

CONFIDENTIAL

[illegible] [illegible] [illegible] [illegible]
Seattle 4, Washington
14 August 1947

[illegible] Matters of National Interest.

TO: Commanding General
Fourth Air Force
San Francisco, California

The attached letter has been received from the OIC of the Alaska Communication System station at [illegible], Alaska. It is submitted for your information.

For the Commanding Officer:

[illegible] [illegible]
[illegible] [illegible]
Captain, Signal Corps
Acting [illegible]

Incl
[illegible] [illegible] [illegible]
[illegible] [illegible]

[illegible] 1st Ind [illegible]

FOURTH AIR FORCE, Hamilton Field, California [illegible] 1947

TO: Commanding General, Army Air Forces, Washington 25, D. C.
[illegible]

1. Forwarded for your information.

2. This headquarters wishes to correct the impression created in par [illegible] of the inclosure, that Fourth Air Force [illegible] [illegible] "[illegible]" flying discs. It is the opinion of this headquarters that [illegible] [illegible] [illegible] the statement made by the Public Information Officer [illegible] Fourth Air Force, to the effect that [illegible] of a flying disc [illegible] [illegible] did not take place.

FOR THE COMMANDING GENERAL:

[illegible]
[illegible], U. S. Army,
[illegible]

[illegible] (Capt)
w/e

CONFIDENTIAL

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COPY

BETHEL, ALASKA

8 August 1947

Subject: REPORT OF UNUSUAL INCIDENT

To: Commanding Officer, Alaska Communication System
554 Federal Office Building, Seattle 4, Washington

1. [illegible] the following report is submitted on a matter [illegible] of Unusual Interest. Captain Jack Peck and Lt Ralph Sain have stated that on August 4, 1947 they sighted and followed a [illegible] object northwest of Bethel, Alaska. This object was [illegible]. They state the object was [illegible].

2. It is realized that the Fourth Air Force claims [illegible] Captain Peck [illegible] [illegible] this report is forwarded for any action deemed necessary by your office.

/s/ Harold [illegible]
2/Lt Signal Corps
Operator in Charge

CONFIDENTIAL

[illegible] 1, [illegible]

[illegible]
[illegible]
[illegible]

Subjects: Flight [illegible] report of "Flaming Arrow" [illegible]

Dear Sir:

I thought you would be interested in the enclosed report, which [illegible] is probably due to [illegible].

Mr. Fuch stated the following additional facts to a [illegible] Lieutenant [illegible] after the reported flight. He and the co-pilot first sighted the "arrow" about [illegible] the same altitude at which they were flying. It was an [illegible] blinking lights [illegible] passing the [illegible]. [illegible] to accelerate on [illegible] in which direction it was moving, pulled up to about [illegible] in which position vanished. In that position there could determine that the object was moving from [illegible] at a very slight rate. It appeared to be [illegible] or larger. [illegible] and black in color. [illegible] the [illegible] of [illegible] of [illegible] [illegible] [illegible] [illegible] [illegible].

I know Mr. Fuch will [illegible] and the [illegible].

Respectfully,

/s/ [illegible]

[illegible]
[illegible]

[illegible]

[illegible] - [illegible] Form [illegible]

Incident # 20

4. Date: [illegible]
5. Time: [illegible]
6. Location: [illegible]
7. Date of observer: [illegible]
8. Occupation of observer: Pilot and [illegible]
9. Position of observer: [illegible]
10. Place of observation: [illegible]
11. Number of objects: [illegible]
12. Distance of object from observer: [illegible]
13. Time in sight: [illegible]
14. Altitude: [illegible]
15. Speed: [illegible]
16. Elevation or dip angle: [illegible]
17. Trajectory: [illegible]
18. Sound: [illegible]
19. Size: [illegible]
20. Color: [illegible]
21. Shape: [illegible]
22. Other features: [illegible]
23. Apparent construction: [illegible]
24. Effect on [illegible]: [illegible]
25. Weather conditions: [illegible]
26. Effect on clouds: [illegible]
27. Evidence on photographs: [illegible]
28. Manner of disappearance: [illegible]
29. Remarks: [illegible]

[redacted]

[redacted]

[redacted]

[redacted]

6]651 LOG, 14

CONFIDENTIAL

32✓

FOURTEENTH NAVAL DISTRICT [illegible]
District Intelligence Office
[illegible]
[illegible]

14ND/DIO/[illegible]
Serial [illegible]

[illegible]

OP-32-F-2[illegible]

CONFIDENTIAL

16 September 1947

From: District Intelligence Officer, 14th Naval District.
To: Chief of Naval Intelligence.

Subj: Unidentified Objects in Flight Observed by Two American Pilots.

Encl: (A) Copy of Memo for DIO-14ND, dtd 16 Sept. 1947 same subject.

1. Enclosure (A) is forwarded herewith for information.

R. R. [illegible]
R. H. [illegible]

cc: DIO-[illegible] (1)
CG 7th Air Force, Hickam Field (1)

[redacted]

[redacted]

[redacted]

[redacted]

28 September [redacted]

From: [redacted]
To: [redacted]

Subj: [redacted]

Ref: (U) [redacted]

1. [redacted]

[redacted]

cc: [redacted]
[redacted]

[redacted]

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[illegible] - [illegible]

Date 10 July 47 **Incident #** [illegible]

2. Time [illegible]

3. Location [illegible], Newfoundland - [illegible]

4. Name of observer [illegible]

5. Occupation of observer N/A

6. Address of observer [illegible], Newfoundland

7. Place of observation [illegible], Newfoundland

8. Number of objects 1

9. Distance of object from observer N/A

10. Time in sight N/A

11. Altitude N/A

12. Speed very fast

13. Direction of flight [illegible]

14. Tactics N/A

15. Sound N/A

16. Size dinner plate

17. Color between red and golden

18. Shape circle

19. Odor detected N/A

20. Apparent construction N/A

21. Exhaust trails [illegible]

22. Weather conditions N/A

23. Effect on clouds N/A

24. Sketches or photographs None

25. Manner of disappearance [illegible]

26. Remarks (none)

RESTRICTED

578

Witness stated that if the object were a shooting star it was larger than any he had ever seen and had brighter than anything he had ever observed in the sky. It appeared round with a pulsating [illegible] brightness on the circle. The circle itself appeared to be part of red and yellow and about the size of a large dinner plate. It was in fact said it was hardly in sight before it disappeared. It was travelling much slower than a shooting star. Witness says it did not to any one provide a shooting star nor a plane.

See Peggy Sawyer (Incident 45) and Albert Sauer (Incident Eleven)

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CONFIDENTIAL WITHHOLD FROM FOREIGN NATIONS

1. Date [illegible] Time [illegible]
2. Time [illegible]
3. Location [illegible]
4. Place of observer [illegible]
5. Geographical of observer [illegible]
6. Nature of observer [illegible]
7. Place of observation [illegible]
8. Number of objects 1
9. Distance of object from observer [illegible]
10. Type of sight [illegible]
11. Altitude [illegible]
12. Speed [illegible]
13. Direction of flight [illegible]
14. Trajectory [illegible]
15. Speed [illegible]
16. Size [illegible]
17. Color [illegible]
18. Shape [illegible]
19. Glow observed [illegible]
20. Approach maneuvers [illegible]
21. Exhaust trails [illegible]
22. Weather conditions [illegible]
23. Effect on clouds [illegible]
24. Observers or photographs [illegible]
25. Number of photographs [illegible]
26. Remarks [illegible]

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[illegible]

Albert Hayes is a well-spoken old boy. He was alone when he saw the object. He thought he was flying at the height of a plane at high altitude. But that is typical strange for an airplane because it was lit up in twilight. It was not carrying lights (planes do have a light on top) It was of a bright reddish yellow color. Hayes was in self-contained habitat of the [illegible] space. It was in sight for a minute because it was travelling at a terrific speed.

His mother, Mrs. Hayes, is the Jack Dempsey of the town and after hearing her son's description felt that it matched the description of the "flying disc". She said that Albert didn't believe the thing was a plane when it didn't have the [illegible] and [illegible] it was too "bit" [illegible].

The Daggs account (Incident [illegible]) and Hayes' account (Incident [illegible])

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1. Organization [illegible]

2. Designation : Flying Wing [illegible]

3. Place [illegible]

4. Time [illegible]

5. Objective : [illegible]

6. Purpose : [illegible]

7. Handling : [illegible]

8. Speed : [illegible]

9. Shape & Design [illegible]

10. Motor [illegible]

11. Reported by [illegible]

12. Remarks [illegible]

RESTRICTED

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First Report of Sighting

[redacted]

Albert Jones is a twelve year old boy. He was alone [illegible] the flying object, he was very [illegible] [illegible] anything like it before. His mother, Mrs. Jones, is the Text Employee of the town, and often assisting Albert [illegible] descriptions. [illegible] answered to the description of a "Flying Object". Mr. English reported his sighting shortly afterwards to Mrs. Jones Terrace [illegible] it should be made known to her in order that the incident might be referred to Intelligence Headquarters.

There was one other sighting reported from a Silver Sphere at North Branch. This was could not be [illegible] in view of its coincidence with other [illegible]. However, a second-hand description of the sighting has developed, and is noted with the sightings at Calgary.

[illegible]
Capt. [illegible]
Intelligence Officer.

RESTRICTED

[redacted]

RESTRICTED

RESTRICTED

[redacted]

[redacted]

STATEMENT OF JOSEPH DOBBS, CORPORAL, AUXILIARY, [illegible] OF [illegible] POLICE OF THE [illegible] CENTER, [illegible] POPULATION. 27 July 1947.

Last Thursday night I was out by my house. I happened to look up and saw what I thought was an airplane. It was flying at the height of a plane that is flying high. Then I thought it looked strange for an airplane. Because it was all lit up so bright. Planes do have a light on them. But this thing was very bright. Sort of a bright reddish yellow. I was in a hole for a minute because it was travelling at a terrific speed. In short out of sight in a flash. Though it strange it is not an airplane. [illegible] I considered that I'd been hearing about "flying saucers" I was in and told my mother.

[redacted]

WITNESS: [illegible]

WITNESS: [illegible]

Q. Albert checked in and told me about this thing he'd just seen, at first he thought it was an airplane but then he noticed having hardly about "Fairies Appeared" and he thought that's what it must have been. I questioned him, he said it couldn't have been a plane because a plane wouldn't stand down like that did, besides it was too "lit up"

Mr. Briggs reported the same thing to me so order that I might report same to Mr. Adam's in the morning.

Yrs. Adam Briggs.

Mrs John Glassmont

RESTRICTED

[illegible] DETAILED STUDY TATTOO [illegible]

Sheet [illegible] of 16

1. Date 8 Sept 50
2. Time [illegible] E.
3. Location Regina, Sask.
4. Name of observer Mr and Mrs. [illegible], Saskatoon
5. Occupation of observer [illegible]
6. Address of observer Regina, Sask.
7. Place of observation Regina, Sask. [illegible]
8. Nature of objects Alighted in field
9. Distance of object from observer [illegible]
10. Time in sight 3 min to 4 minutes
11. Altitude 2,000 to 3,000 ft.
12. Speed "Another Mars Vehicle"
13. Direction of flight [illegible]
14. Direction circular slip in approx one to two minutes, observing group [illegible]
15. Sound [illegible]
16. Size [illegible] size of pigeons
17. Color White and blue[illegible]
18. Shape [illegible]
19. Glow detected [illegible]
20. Apparent maneuverability [illegible]
21. Relevant details [illegible]
22. Weather conditions [illegible] cloudy
23. Rebound on climb [illegible]
24. Assistance or photographs None
25. Manner of disappearance In flight to the north
26. Remarks [illegible]

RESTRICTED

Mr. & Mrs. Baker was visited that day by company Mr. & Mrs. Boylan. Caldwell was approximately 12 objects flying in group formation at about 2,000 or 3,000 ft in the air. In that they resembled pigeons but would be white and illuminated. They were compact they maintained. It was apparent to be moving faster than birds and they circled the ship in approximately one to two minutes. Due to dog movement during the flight they couldn't take up their time so to comply and they was.

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[illegible] REPORT OF UFO PHENOMENON

1. Date: [illegible] Sept. [illegible] — Incidence of: [illegible]
2. Time: Approx. [illegible] P.M.
3. Location: Tacoma, Wash.
4. Place of observer: [illegible]
5. Number of observers: [illegible]
6. Nature of observer: [illegible] Tacoma, Wash.
7. Place of observation: Tacoma, Wash. [illegible]
8. Number of objects: [illegible]
9. Distance of object from observer: [illegible]
10. Time in sight: [illegible]
11. Altitude: [illegible]
12. Speed: [illegible] Much greater than [illegible]
13. Direction of flight: [illegible] down ship
14. Trajectory: [illegible]
15. Sound: [illegible]
16. Size: [illegible] Back of [illegible]
17. Color: [illegible]
18. Shape: [illegible]
19. Other description: [illegible]
20. Apparent maneuvers: [illegible]
21. Relevant media: [illegible]
22. Weather conditions: [illegible]
23. Effect on climate: [illegible]
24. Existence of photographs: [illegible]
25. Manner of disappearance: [illegible]
26. Remarks: [illegible] a group of flying objects similar in appearance to a group of diving [illegible] [illegible]

RESTRICTED

At first the objects were thought to be the lights of a plane. However they seemed to change in formation. Tonight that objective seemed much farther from Kyoto.

Mr. and Mrs. [redacted], Logan, Utah, advised they saw three flying objects travelling [redacted] at approximately [redacted] p.m. the evening of November 2, 1957. They believed that they first noticed the objects as lights of an airplane. However, these objects seemed to change in [redacted] and appeared to be similar to a group of moving cars.

Mr. and Mrs. [redacted] believed these objects were travelling [redacted] than cars.

It was determined, upon Mr. and Mrs. [redacted] and Mrs. [redacted] were not qualified for interviews.

Capt. [redacted], Military Intelligence Division, Fort Douglas, Salt Lake City, Utah, is being furnished a copy of the results of this investigation.

In view of the [redacted] information furnished relative to this matter, no further investigation is being conducted in this matter.

[redacted]

[redacted]

DEPARTMENT OF [illegible]

To the [illegible] (Send one copy and retain one for Library) [illegible]

Date of Observation [illegible]

2. Time of Observation [illegible]

3. Where was Object(s) Sighted [illegible]

Observer's Background
(Low ground, air, [illegible] sample, etc.)

Name and Address of Observer [illegible]

4. Geographical and/or Relative [illegible]

5. Attention Information on Object [illegible]

6. Number of Object(s) Sighted [illegible]

7. Size of Object(s) [illegible]

8. Color of Object(s) [illegible]

Shape (Sketch if Possible) [illegible]

9. Nature of Luminosity [illegible]

Estimated Distance of Object from Observer [illegible]

10. Speed of Object(s) [illegible]

11. Time in Sight [illegible]

12. Sound [illegible]

13. Angle Made by Object(s) [illegible]

14. Disposition of Flight of Object(s) [illegible]

15. Apparent Communication (If Any) Received or Attempted [illegible]

16. Effect of Object on Climate and/or Electric Energy [illegible]

17. Weather Conditions Existing at the Time [illegible]

18. Possibilities Noted [illegible]

19. Summary of Incident [illegible]

Date [illegible] [illegible]

Part 2: The air mass is not impossible to generalize the ship due to the distance, speed and cloudy conditions.

400 miles-Incident Equipment Gas.

Table 10

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[illegible] - [illegible]

1. Date [illegible] Incident # [illegible]
2. Date 29 Aug 34
3. Location [illegible] miles SW of Dayton Ferry while proceeding SW along road leading from Dayton Ferry to [illegible] about 25 miles NE of Helena
4. Time of observation [illegible]
5. Description of observer [illegible]
6. Nature of observer [illegible]
7. Place of observation 25 NE of Helena, Montana
8. Duration of sighting 1
9. Distance of object from observer 2 to 3 miles
10. Time in sight 5 minutes +

Altitude 3,000 ft

11. Speed Unknown
12. Direction of flight NE
13. Course Hovering - rising and descending then vertical flight, distance of some 50-100 ft - then hedging to the NE at tremendous speed
14. Sound N/O
15. Size 3 ft in dia X 1 or 2 feet in thickness - as seen from observer viewpoint - apparently large
16. Color Blue polished metal
17. Shape cigar
18. Other observers N/O
19. Instrument verification Like polished metal
20. Witness credibility N/O
21. Weather conditions Wind for ship quartered with clouds. Bright sunshine coming down the plane and Helena.
22. Effect on clouds N/O
23. Evidence or photographs None
24. Manner of disappearance "Vanished into thin air"
25. Remarks: [illegible]

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Observers saw bright, blue burning rod fluttering in the air. It descended and [illegible] Distance of 30 to 100 ft for over 5 seconds and [illegible] on the top of an house. It [illegible] enough to the [illegible] at tremendous speed. Vanished [illegible] into the clear sky [illegible] as a result of the tremendous speed. Appeared to be approximately 3 ft in dia. 5.5 or 6 inches in thickness (from observers' viewpoint) [illegible] [illegible] were [illegible] 2 or 3 miles from the object.

Witnesses: [illegible]

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COPY

[illegible]
[illegible]
[illegible]

[illegible]
[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

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[illegible]
[illegible]
[illegible]
[illegible]

[illegible]
[illegible]

[illegible]

[illegible]

[illegible]

1. [illegible] A. [illegible], [illegible] Pacific Telephone and Telegraph Company, on 18 August 1947.

2. No further investigations will be made of this [illegible] task force by this headquarters.

[illegible]
[illegible]
[illegible]

[illegible]
[illegible]
[illegible]
[illegible]
[illegible]

RESTRICTED

[illegible] REPORT OF UFO [illegible]

[illegible] [illegible] [illegible] [illegible] [illegible]

2. Time 9:30 P. M.

3. Location Fort Worth, Texas

4. Name of observer Mr. [illegible], his wife, and a neighbor
[illegible] of the Fort Worth Police Dept.

5. Occupation of observer [illegible] of the Fort Worth, Housing Authority

6. Address of observer [illegible] Fort Worth, Texas

7. Place of observation In alley

8. Number of objects [illegible] one below

9. Distance of object from observer Could not be estimated

10. Time in sight [illegible] minutes

11. Altitude Could not be determined

12. Speed Invisible

13. Direction of flight [illegible] and some south toward the [illegible]

14. Formation Unusual triangular formation

15. Sound N/A

16. Size Could not be estimated

17. Color Appeared only as a glow giving off the color similar to that of regular electric lights -

18. Shape Could not be determined

19. Other Characteristics N/A

20. Apparent coordination N/A

21. Relevant details Glow could be observed

22. Weather conditions [illegible] clear night

23. Effect on clouds N/A

24. Statements or photographs None

25. Manner of disappearance N/A

26. Remarks (over)

RESTRICTED

LSTR

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]
[redacted]
Flying Saucer
[redacted]

Mr. [redacted] stated that when he had seen [redacted] it was a high rate of speed that it was very difficult to determine the fact the [redacted] "flying saucerlike [illegible]" was operated by the newspaper reporter.

This information has not been brought to the attention of any other witness in view of the fact that only a preliminary inquiry was conducted on the basis of a news article which was [illegible] the facts obtained from Mr. [redacted].

No further action in this matter is contemplated by this office unless advised otherwise by the Bureau.

[redacted]
[redacted]
[redacted]

[illegible]

1. Date 30 Aug 52 — Sheet 1 of 4

2. Time 9:45[illegible] - [illegible] after dark

3. Location Near Silver Springs, State

4. Place of observer [illegible]

5. Occupation of observer Scientific Female, Scientific Group

6. Address of observer [illegible]

7. Place of observation Near Silver Springs, State

8. Number of objects 1

9. Distance of object from observer N/A

10. Time in sight 3-4 minutes

11. Altitude Low flying

12. Speed N/A

13. Direction of flight North to south

14. Position [illegible] absolutely horizontal

15. Sound N/A

16. Size N/A

17. Color Twilight orange glow or flame

18. Shape N/A

19. Other detected N/A

20. Observed maneuvers N/A

21. Observed trails Long, straight, narrow white streak of flame [illegible] to [illegible] long by [illegible] wide, [illegible] very quickly.

22. Backed conditions N/A - [illegible] after dark

23. Effect on clouds N/A

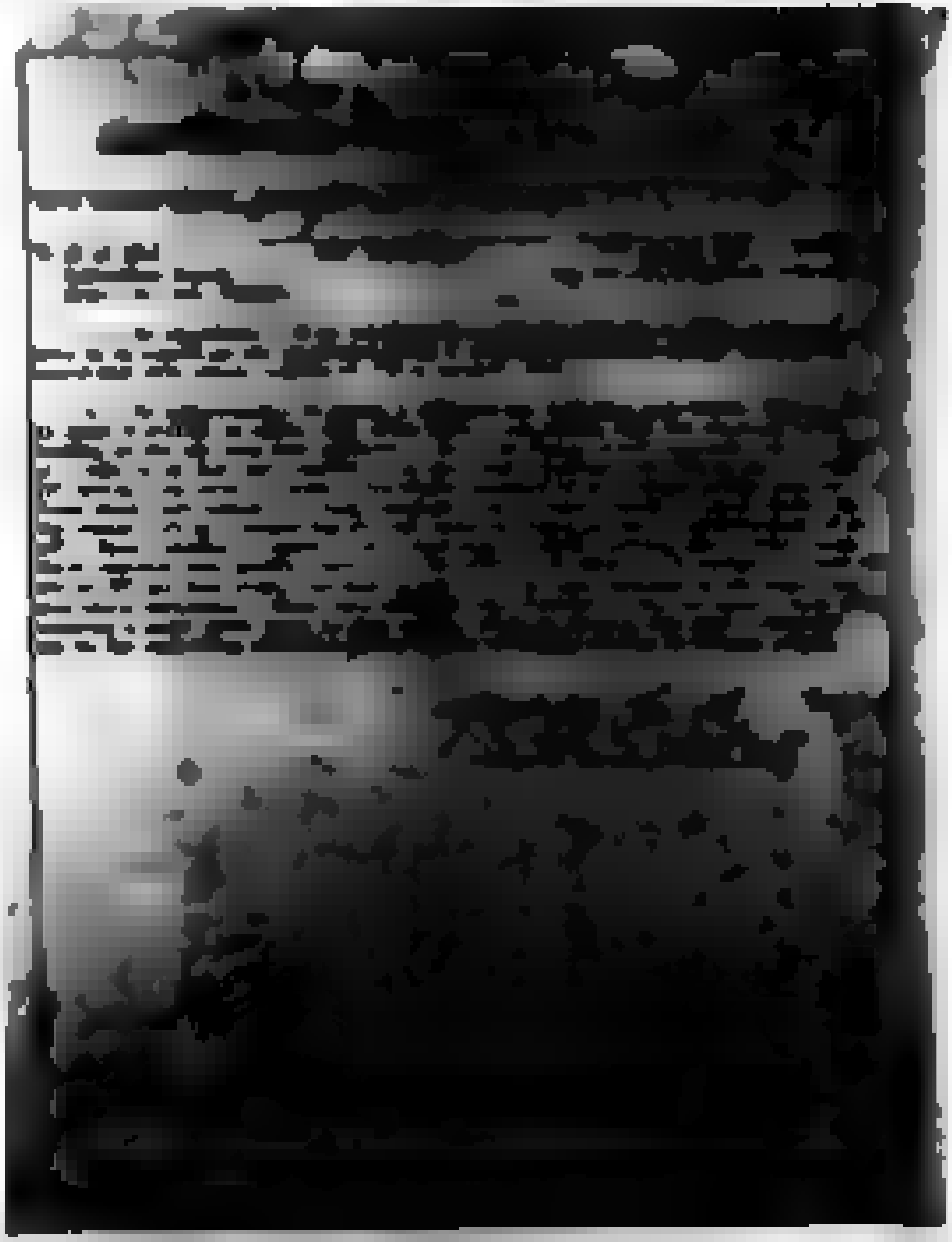
24. Duration of photographs None

25. Degree of disruption none slight [illegible] in [illegible]

26. Remarks [illegible]

About 9 o'clock, well after dark, 1st Lt. P. A. [illegible], Jr. USA, of the Scientific Branch, Intelligence Group, saw a bar flying object appear over the top of a hill to his left travelling in the direction [illegible]. The object appeared as a bright orange glow of flames and left behind it a long, straight, narrow white vapor trail. [illegible] the object [illegible] at 30°. There appeared to be a [illegible] which [illegible]. The object took about 3 - 4 seconds to cross the arc of 30° and then slowly faded out in mid-air. The path traversed was absolutely horizontal.

Witness stated he never observed a object which moved in this manner and one of the spectators said he had sighted a "flying object".



[redacted] Air Development Report of Observation

[redacted] [redacted] [redacted]
Establishment, Regent
Office [redacted]

1. [redacted]

2. [redacted]

[redacted]
[redacted]

[redacted]

Observer first noticed a white smoke trail and while searching for the source he saw an object 4 to 6 ft. in length by 18 to 24 inches wide and of metal, color, which gave off a very bright reflection like highly polished chromium. It was first observed at 45° position to the automobile. Upon reaching a 90° position it was engulfed in a puff of dark gray smoke about 10 ft. in diameter. There was a change in the color of the smoke. The object was travelling at a terrific speed and seemed to be in a shallow dive. When the puff of smoke thinned the object disappeared completely. He particularly observed falling [illegible] from it. The point of disappearance seemed to be about 300 yards in front of him. There was no possibility of being hidden by vegetation or terrain. It appeared rectangular for the most part, but once it appeared to have a very slightly curved top surface. It looked more like a rocket than disc like. It seemed tilted in a [illegible] [illegible].

NOTE:

Agent noted the point of observation would afford a sweeping view down 10° of the canyon and the south side of [illegible] Creek. (Subject was not definite as to what part of the field of view he had seen the object and indicated that it could have been as far as the horizon.) Any object or particles thereof would be in a six square mile area of rugged, uninhabited terrain full of canyons and ravines.

Agent thought that witness could have [redacted] seen a conventional type of aircraft which due to the distance from which it was observed, presented an [illegible] [illegible] for the short period it was observed. [illegible] Agent could not account for the smoke trail.

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[illegible]

[illegible]

[illegible]

[illegible] for your information.

[illegible]

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[illegible]

[illegible]

[illegible] [illegible] [illegible] [illegible] [illegible] of [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] in the area [illegible] [illegible] informed of the [illegible] and [illegible] [illegible] [illegible] [illegible]

[illegible], Special Agent, [illegible]

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COPY

[illegible] Los Angeles Times

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

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[illegible] UNIDENTIFIED FLYING OBJECT

1. Date [illegible]
2. Time [illegible]
3. Location [illegible]
4. Name of observer [illegible]
5. Occupation of observer [illegible]
6. Address of observer [illegible]
7. Place of observation [illegible]
8. Number of objects 5 or 6
9. Distance of object from observer [illegible]
10. Size in sight [illegible]
11. Altitude [illegible]
12. Speed [illegible]
13. Direction of flight [illegible]
14. Trailing [illegible]
15. Sound [illegible]
16. Glow [illegible]
17. Color [illegible]
18. Shape [illegible]
19. Other [illegible]
20. [illegible] [illegible]
21. [illegible] [illegible]
22. [illegible] [illegible]
23. [illegible] [illegible]
24. [illegible] [illegible]
25. [illegible] [illegible]
26. [illegible] [illegible]

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[illegible]

[illegible] in the Oregon Sky [illegible] 1,000 ft. there was [illegible] to indicate a reflection. Upon looking up he saw a disc [illegible] in a northwesterly direction. Upon looking it he noticed [illegible] to his eye and observed it for [illegible] seconds. At the time the disc was exposed to my looking in the sky. He observed 5 or 6 [illegible] in succession. Each disc was [illegible] in my peripheral [illegible] and in succession [illegible] to be about 1,000 ft. from [illegible] he was standing. He estimated that they were around 30 feet in diameter and that they had a [illegible]. They were [illegible]. He noticed that the [illegible] which in the presentation resembled a very polished [illegible], the [illegible] rolling from one side to the other but that this condition [illegible] immediately after the disc had passed out of sight.

[illegible] Informant appeared to be very reliable and stated that he had been a projectist in the Armed Forces of Germany, Washington and Oregon for the past 10 yrs.

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O/R

HEADQUARTERS
AIR DEFENSE COMMAND
[illegible]

[illegible]

[illegible]

[illegible]

SUBJECT: Summarized of reports of flying saucers.

TO: Chief of staff, United States Air Force, Washington 25, D. C. ATTN: Director of Intelligence, Air Intelligence Requirements Div.

Pursuant hereunto is a copy of letter, Headquarters Air Force subjected "Report of Flying Saucers," 22 January 1952, with 1 Inclosure, for your information and file.

FOR THE COMMANDER IN CHIEF:

[illegible]
Colonel, USAF
Adjutant General.

1 Incl.
Ltr, HQ, USAF, subj: "Report of Flying Saucers" 22 Jan 52, w/1 Incl.

[illegible]

[illegible]

Dept. of the Air Force, Wa. DCAF, Washington 25, D. C.

TO: Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio
ATTN: [illegible]

Forwarded as a matter [illegible]

BY COMMAND OF THE CHIEF OF STAFF:

[illegible]
Major General, USAF
Director of Intelligence
Deputy Chief of Staff

1 Incl.
[illegible]

CONFIDENTIAL

[redacted]
[redacted]
[redacted]
[redacted]

[redacted]

[redacted]

SUBJECT: Report of Flying Saucer

TO: [redacted]
[redacted]
[redacted]
[redacted]

Attached report for your information.

[redacted]
[redacted]
[redacted]

[redacted]
[redacted]
[redacted]

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[redacted]

[redacted]

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

[illegible] A-2 [illegible] [illegible] August [illegible]

SUBJECT: Investigation of Flying Discs.

TO: Commanding General, Army Air Forces, Washington [illegible] D.C.
ATTENTION: AC of AS-2.

1. The attached true copy of the letter of Mr. [illegible], [illegible], Oregon, was received by this office [illegible] August [illegible].

2. Your attention is invited to the possibility of [illegible] and Mr. [illegible].

3. This letter is being referred this date to the Special Agent in Charge, FBI, San Francisco, for any investigation they may care to make.

1 Incl.
Cy of ltr fr Mr. [illegible]
(in dup)

[illegible] L. [illegible]
Lt. Colonel, [illegible]
AC of S, A-2

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[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

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[illegible] [illegible] [illegible]

4. Date 6 Aug 57 Incident # [illegible]
2. Time [illegible]
3. Location Philadelphia, Pa.
4. Date of observer Observer Bulletin
5. Occupation of observer employed by Sun A. Scientific Mfg Co.
6. Address of observer 2318 Silver St., Philadelphia, Pa.
7. Place of observation At observer's home
8. Number of objects 1
9. Distance of object from observer [illegible] 3/8
10. Time in sight 5/8
11. Altitude 3/8
12. Speed Very Slow
13. Direction of flight South
14. Position 5/8 apparently straight ahead
15. Sound Slight hissing after passage of object
16. Size Large
17. Color white
18. Tail 0/8
19. Other observed 0/8
20. Apparent construction 0/8
21. Outside visible Dull shade of graphite color
22. Weather conditions 0/8
23. Effect on clouds 0/8
24. Operation of photographic —
25. Manner of disappearance 0/8
26. Remarks Small

RESTRICTED

[redacted]

[redacted]

[redacted]

[illegible]

[illegible] - [illegible]

1. Date: 6 Aug 47 — Sheet 1 of 5
2. Time: 2030-2045
3. Geographical location: [illegible], Pa.
4. Time of observation: Blue Danube Plane
5. Description of observer: Employed by Precision & Gauge Co., Phila.
6. Address of observer: [illegible] Arlington St., Reading, Pa.
7. Place of observation: 2015 Robert St., Phila., Pa.
8. Number of objects: 1
9. Distance of object from observer: 3/5
10. Time in sight: 5/5
11. Altitude: 5/5
12. Speed: 5/5
13. Direction of flight: 3/5
14. Formation: 5/5
15. Sound: Slight humming sound
16. Size: 5/5
17. Color: 5/5
18. Shape: 5/5
19. Other observed: 3/5
20. Approximate construction: 5/5
21. Different features: 5/5
22. Weather conditions: 5/5
23. Effect on others: 5/5
24. Photographs or photographer: None
25. Memory of observation: 5/5
26. Remarks: Blue Plane was circling on the shape of Blue Mountain's hump. Was circling at 6 Aug 47 around 2030 hrs. Is supposed to be a reconnaissance plane.

(over)

[illegible]

[illegible] observed this [illegible] Bedlin approved [illegible]. At the [illegible] which she did not see the object after the [illegible] for [illegible]'s change of [illegible] but she had [illegible] a slight [illegible] angle.

[illegible]

[illegible]

Wilmington, DEL

September 18, 1947

[illegible] company in short line and standard white sandblast from Oxford Florida. The account of the flight does not seem to fit into the general pattern of the unidentified flying objects, for [illegible] is stated that the flying object was silvery in color, traveling from a position northwest of Dover circle in a southeasterly direction to Philadelphia. [illegible] pointed out that, to the best of his knowledge, there were no air maneuvers and absolutely negative [illegible] around Oxford Florida or north of such, for there is all of the adjacent of this. There are several miles north of Oxford Florida.

[illegible] investigation having been completed, no further action will be taken by the Bureau unless advised to the contrary by the Bureau.

[illegible]

Incident # 78

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[illegible]

Inclosure No.

1. Date 6 Aug 47
2. Time Around 2245
3. Location Philadelphia, Pa.
4. Name of observer John J. Phillips
5. Occupation of observer National Guard Officer
6. Address of observer 2000 Frankford Ave
7. Place of observation [illegible]
8. Number of objects 1
9. Distance of object from observer [illegible]
10. Time in sight [illegible]
11. Altitude [illegible]
12. Speed Very rapid
13. Direction of flight South
14. Trailing [illegible]
15. Sound No noise
16. Size Large
17. Color [illegible]
18. Shape "Like giant firecracker"
19. Other detail None
20. Apparent construction [illegible]
21. Estimated speed "Many times faster than 500 Kts"
22. Weather conditions Clear
23. Barometric climate [illegible]
24. Operation of photographic [illegible]
25. Number of photographs [illegible]
26. Remarks [illegible]

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TOPSECRET

SUMMARY [illegible] on the night of 6 Aug 79, Kelly and his wife were sitting on the steps of their home when Kelly noticed an object [illegible] (he said a giant Ping-pong ball) passed [illegible] the sky. He heard no noise and the object was totally passed from view in a [illegible] direction within a [illegible]. It left a fiery trail for about 300 feet. The object did not [illegible] altitude or [illegible] it was not falling [illegible]

[illegible] [illegible] [illegible] the [illegible] that [illegible] Highway and the Railroad Line to [illegible] Point, near Oxford Springs (about 30 miles [illegible] from the residence of Miss Kelly. [illegible] It is further noted that the observations of Miss Kelly, the Ranger and the Sheriff roughly corresponded. All seemed reliable and were not [illegible] to [illegible] political or [illegible] motive.

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COMMANDER - [illegible] FLYING [illegible]

Form [illegible] [illegible]

1. Date 5 Aug [illegible]
2. Time [illegible]
3. Location [illegible]
4. Name of observer [illegible]
5. Occupation of observer [illegible]
6. Address of observer [illegible]
7. Place of observation [illegible]
8. Number of objects 1
9. Distance of object from observer [illegible]
10. Time in sight [illegible]
11. Altitude 3,000 - 3500 ft
12. Speed [illegible]
13. Direction of flight [illegible]
14. Position [illegible]
15. Sound [illegible]
16. Size [illegible]
17. Color [illegible]
18. Shape [illegible]
19. Other detail [illegible]
20. Apparent construction [illegible]
21. Direct effects [illegible]
22. Weather conditions [illegible]
23. Effects on clouds [illegible]
24. Evidence on photographs [illegible]
25. Report of disappearance [illegible]
26. Remarks [illegible]

RESTRICTED

RESTRICTED

[illegible] Spider, a former pilot of B-25 in the Army Air Force stated that he was sitting on the steps of [illegible] around 20:45 P. M. the night of Aug 6, 1947 and that his neighbors, the Eddy family, were also sitting on their steps. All parties were facing east. Spider noticed an object which resembled a Distinguishable flame pass quickly thru the air. It was travelling NE to SW. Using the experience in the Army Air Force he estimated the speed as between 400 to 500 MPH. The object did not have discernible and left either a white or phosphorescent trail in its flame path. The upper burned for about 2 seconds. A blinding wind accompanied the passing. The wind was noticeable and was similar to that experienced by a rocket ship.

RESTRICTED

Translation of pp

[illegible]

[illegible]

Page [illegible]

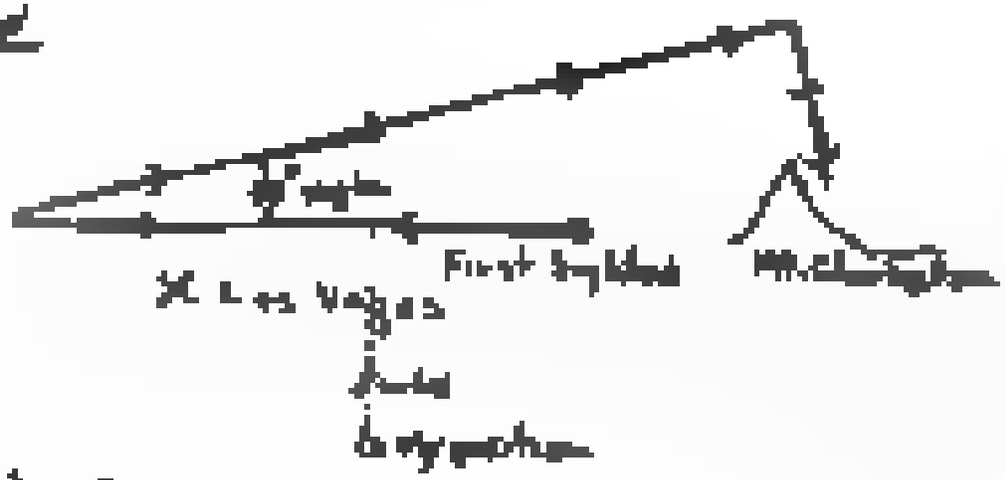
1. Date: [illegible]
2. Type: [illegible]
3. Location: [illegible]
4. Date of observation: [illegible]
5. Description of objects: [illegible]
6. Number of observers: [illegible]
7. Place of observation: [illegible]
8. Number of objects: [illegible]
9. Distance of object from observer: [illegible]
10. Time in sight: [illegible]
11. Altitude: [illegible]
12. Speed: [illegible]
13. Direction of flight: [illegible]
14. Turning: [illegible]
15. Sound: [illegible]
16. Size: [illegible]
17. Color: [illegible]
18. Shape: [illegible]
19. Other detailed: [illegible]
20. Apparent [illegible]: [illegible]
21. Distance [illegible]: [illegible]
22. Meteorological [illegible]: [illegible]
23. Effect on objects: [illegible]
24. Photo or photographs: [illegible]
25. Manner of disappearance: [illegible]
26. Remarks: [illegible]

RESTRICTED

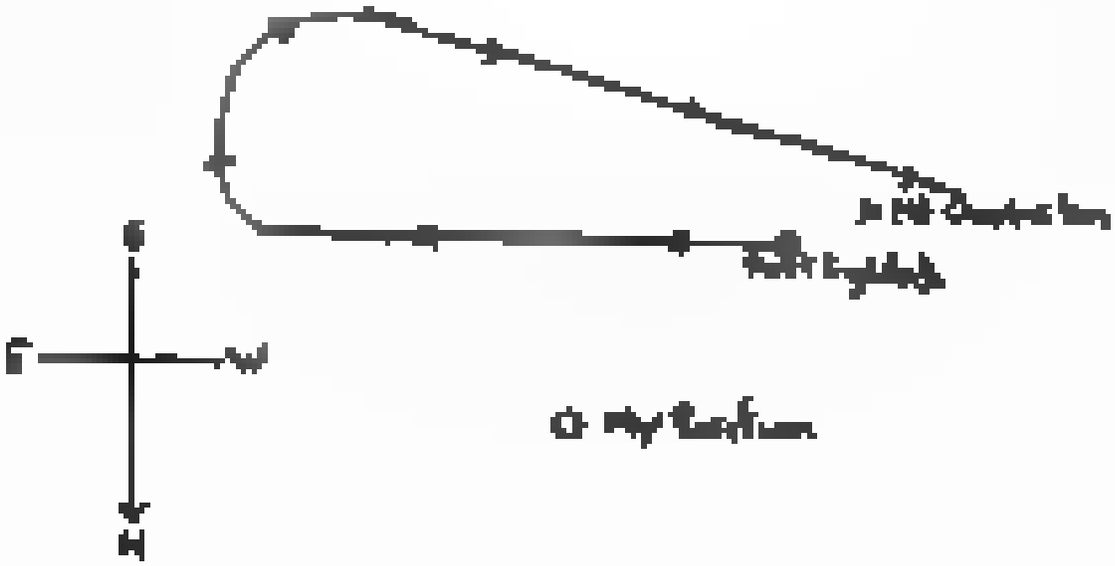
On Oct 8th or 9th, 1957 while [illegible] was driving on the NE outskirts of Las Vegas, Nevada, he observed what appeared to be a [illegible] [illegible] ball. He stopped his car to observe it and noticed two things which startled him. (1) Where the [illegible] should have been [illegible] of the [illegible] of the visually appearing ball there was nothing visible at all [illegible] to me (estimated to be a distance of about 3 miles or less) and (2) the speed appeared startling. Thought it was between 400 and 1,000 MPH but thought more probably to be from 800 to 900 MPH - too fast for conventional aircraft. The ball he thought would have been [illegible], apart from [illegible] speed or any unusual [illegible]. The color was almost white - much like a [illegible] about one of approximately the same density and it was 15-20 minutes before the ball disintegrated.

The object took a radius of from 5 to 15 miles to complete a turn (he estimated about 10) in an attempt to judge the [illegible] [illegible] [illegible] topographic features of the surrounding countryside. He stated that since the climate in this vicinity is extremely dry and it was almost a [illegible] day that the speed would have to be exceedingly great to cause such a [illegible].

Side View



View from Above



RESTRICTED

[illegible] UNIDENTIFIED FLYING OBJECTS

1. Date [illegible]
2. Time [illegible]
3. Location [illegible]
4. Name of observer [illegible]
5. Occupation of observer [illegible]
6. Address of observer [illegible]
7. Place of observation [illegible]
8. Number of objects 1
9. Distance of object from observer [illegible]
10. Time in sight [illegible]
11. Altitude [illegible]
12. Speed [illegible]
13. Direction of flight [illegible]
14. Position [illegible]
15. Sound [illegible]
16. Size [illegible]
17. Color [illegible]
18. Shape [illegible]
19. Other features [illegible]
20. Apparent [illegible] None
21. Behavior details None
22. Weather conditions [illegible]
23. Effect on clouds [illegible]
24. Photographs or photographs None
25. Manner of disappearance [illegible]
26. Remarks [illegible]

RESTRICTED

[illegible]

DISTRIBUTION

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

Problem # 29

[redacted]

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date [redacted] Incident # [redacted]
2. Time [redacted]
3. Location [redacted]
4. Name of observer [redacted]
5. Occupation of observer [redacted]
6. Address of observer [redacted]
7. Place of observation [redacted]
8. Number of objects [redacted]
9. Distance of object from observer [redacted]
10. Time in sight [redacted]
11. Altitude [redacted]
12. Speed [redacted]
13. Direction of flight [redacted]
14. Trailing [redacted]
15. Sound [redacted]
16. Size [redacted]
17. Color [redacted]
18. Shape [redacted]
19. Ship direction [redacted]
20. Apparent construction [redacted]
21. Relevant health [redacted]
22. Weather conditions [redacted]
23. Effect on clouds [redacted]
24. Elevation or depression [redacted]
25. Manner of disappearance [redacted]
26. Remarks [redacted]

[redacted]

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[illegible] object [illegible]

Visibility: good
[illegible]
[illegible]
Altitude: [illegible] ft.
[illegible]
Course: [illegible] magnetic.

[illegible] object [illegible] 7,000 ft. [illegible] fuselage [illegible] cylindrical in shape and having a bright orange [illegible] magnetic. [illegible] object [illegible]

[illegible] Mr. [illegible] Powell [illegible] pilot hours [illegible] publicity. [illegible] definitely [illegible]

EVALUATION: of source [illegible] of information [illegible]

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HEADQUARTERS
AIR DEFENSE COMMAND
MITCHEL FIELD, NEW YORK

[illegible]

[illegible] (211)

24 September 1947

SUBJECT: Organization of Association of Information

TO: Commanding General
Army Air Forces
Washington 25, D. C.
ATTN: [illegible]

Inclosed herewith are two (2) Regulations of Intelligence
regarding the rights of unidentified flying objects.

FOR THE COMMANDING GENERAL:

[illegible]
Colonel, [illegible]
Acting Chief of Staff-Intelligence

2 Inclos:
Incl. 1, Army Info
(W.D. [illegible])(2)
Incl. 2, Army Info
(A.F. [illegible])(2)

Designers Student 73

[illegible]